



REVISED 2/27/10
OFFICIAL RULES-2010 SEASON
2009 SUPER LATE MODELS

1. GENERAL BODY REQUIREMENTS

- A. This class is open to most American made passenger car production sedans, coupes and trucks. No station wagons, convertibles, or Jeeps allowed. If there is a question whether a body type is permitted, submit a written request to the TUCSON RACEWAY PARK Tech Director for approval.
- B. All body parts must be made of steel, aluminum, plastic or fiberglass composite.
- C. The nose and grill area may be cut for the installation of air ducts. The front and rear bumper or bumper covers are subject to approval.
- D. Car interior area must isolate driver from engine, tires, fuel cell, exhaust and track surface. The area immediately below the driver must be constructed of 0.125" steel. The engine compartment and fuel cell area must isolate the driver with firewalls constructed of a minimum of 24 gauge steel. All other panels may be aluminum.
- E. Hood must be even with the top of front fenders and completely cover the air cleaner and carburetor. A rearward opening scoop is permitted with a maximum height of four (4") inches and a maximum width of twenty-four (24") inches.
- F. The rear deck lid must open for inspection purposes.
- G. Rear spoiler height may not exceed six and one-half (6-1/2) inches, measured from any point along the deck lid to top of spoiler. Rear spoiler may be a maximum of sixty (60") inches wide.
- H. ABC Body Standards are recommended. Downforce bodies and Flat or slab sided bodies are permitted pending tech approval.

2. WINDOWS

- A. Mandatory, minimum 0.125" (1/8") inch clear Lexan windshield. A minimum of three straps (1/8") inch X (1") inch metal must be installed inside the windshield and be attached to roof panel or roll bar and dash panel. Top FOUR (4") inches of the windshield is reserved by TUCSON RACEWAY PARK for a division sponsor.
- B. Mandatory, minimum 0.125" (1/8") inch clear polycarbonate rear window must be installed in a professional manner subject to TUCSON RACEWAY PARK Tech approval.
- C. A clear polycarbonate vent deflector panel may be installed at the bottom of the windshield "A" post. The deflector may not impede entry or exit of the driver in any way.
- D. Clear polycarbonate quarter windows are mandatory, minimum 0.125" (1/8") inch and must be located in the stock location for the make and model car body being used. NACA style vents may be used for additional cooling.



3. CHASSIS AND ROLL CAGE

- A. Perimeter or Offset Full tube frames or stock sub frame chassis are approved.
- B. Main frame rails must be OEM or constructed of a minimum two (2") inch by three (3") inch rectangular steel tubing having a minimum thickness of 0.083" inches.
- C. Roll cages must be constructed of round steel tubing with a minimum outside diameter of one and three-quarter (1-3/4") inches and a minimum wall thickness of 0.095" inches. All welds must be of professional quality.
- D. The roll cage must be acceptable to TUCSON RACEWAY PARK Tech Officials.
- E. A minimum of four (4) side door bars are required on the driver's side of the car and a minimum of two (2) side door bars are required on the passenger side.
- F. The driver's side door bars must be plated with steel plate of not less than one-eighth (1/8") inch thickness. The minimum plate size shall be 24" inches in height and 32" inches in width. One-eighth (.") inch steel plates welded into the door bar gaps are also an approved plating method.
- G. Any areas of the roll cage that may in any way come in contact with driver must be padded using dense foam padding specifically manufactured for use as racing roll bar padding.

4. WEIGHT, WIDTH AND CHASSIS DIMENSIONS

- A. Minimum base weight with driver before any event - 2900 lbs.
 - 1. Big Spring Stock Front Frame Deduct 50 lbs.
 - 2. Single piston OEM style brake calipers all 4 corners deduct 25lbs.
 - 3. Rear leaf springs deduct 50lbs.
 - 4. Tread width less than sixty-five (65") inches Deduct 50 lbs.
 - 5. Spec shocks all 4 corners deduct 75 lbs.
- 6. APPROVED CHEVROLET CRATE DEDUCT 100 LBS APPROVED FORD CRATE DEDUCT 75LBS
- 7. Engine displacement (over 360 c.i.) Add 2 lbs. per c.i..
- 8. Open compression (over 11.1 to 1) Add 200 lbs.

Weight Clarifications – Must meet all rules from the Track or Series declared.

Irwindale Super Late Models – 3000 lbs. Irwindale Late Models - 2700 lbs.

Las Vegas Super Late Models – 2850 lbs. Las Vegas Late Models - 2800 lbs.

I-10 / I-95 Late Models - 2800 lbs. ASC Racing (ASC class) - 2800 lbs

SRL Late Models - 3025 lbs.

Note: Any competitor from a visiting track may run one race under their hometrack rules, weights may be adjusted on visiting cars at any time for fair competition.

- B. Maximum tread width is sixty-eight (68") inches measured at spindle height.
- C. Minimum Wheelbase: one hundred one (101") inches.
- D. Big Spring Stock Front Frame car must have a minimum of the stock frame eight (8") inches forward and twenty two (22") inches rearward of the centerline of the front spindles. Springs must be at least 4½" inches outside diameter, no coil over springs allowed.
- G. Any car may choose to carry an extra 50lbs and gain one LS weight percentage. For example perimeter car 59% weighs in at 2950, 60% weight in at 3000, straight rail 57% weighs in at 2950. Etc.



The following aftermarket fabricated frame clips are approved for this rule. .

1.) Race Car Factory – P/N RFC 5506

2.) Port City Racing – P/N 100-2-205

3.) Victory Circle – P/N VCC-02-8055

4.) Howe Racing – P/N 358-8-01

5.) Lefthander Chassis – P/N 001-358-207

E. All perimeter cars are allowed to run 58% left side weight, taking additional weight breaks as stated above.

Straight rail cars run 56% left side weight.

F. All weights are for car and driver in car on TUCSON RACEWAY PARK scales.

5. BALLAST WEIGHT

A. Added weight must be in block form not less than five (5) pounds (no pellets). All ballast weight must be painted white with car number on it. Each weight block must be securely attached to the frame by welding or a minimum of two (2) one-half (½”) inch grade 5 bolts. Ballast weight is not permitted in driver compartment. Ballast weight must be secured in a manner acceptable to TUCSON RACEWAY PARK Tech officials.

B. In the interest of safety, a \$10.00 per pound fine will be assessed to the driver of any car that loses ballast weight on the track surface. This fine will be paid to and verified by TUCSON RACEWAY PARK Tech, prior to further competition.

6. SUSPENSION

A. OEM or tubular lower control arms are permitted.

B. Static weight jacking devices are permitted. No weight may be moved while the car is in motion.

C. Only one shock and one spring are permitted per wheel.

D. Shocks are open. (unless using Spec Shocks)

E. Spec Shock option –

The following Shocks may be used with the corresponding weight brake.

1.) AFCO – 13 Series non adjustable

2.) Pro Shocks – AC Series non adjustable

3.) QA1 – 62 & 67 Series non adjustable

Claim Rule: Any driver finishing on the lead lap in the feature event using Spec Shocks may claim any top 5 finishers Spec Shocks for \$250.00 ea. With exchange.

F. MINIMUM RIDE HEIGHT THREE AND ONE HALF INCHES (3.5 INCHES) ALL BODY PARTS, CHASSIS AND BALLAST MUST MEET RIDE HEIGHT RULE

7. STEERING COMPONENTS

A. An approved quick release steering wheel is required.

B. Steering columns must be collapsible. (U-joints are acceptable)

C. Rack and pinion steering is permitted.

D. Center-top of steering wheel must be padded with at least two (2”) inches of resilient material.



8. BRAKES

- A. Only four (4) wheel disc brakes with magnetic steel, non-coated rotors are permitted.
- B. Cars with single piston OEM style floating calipers on all four (4) wheels may take the corresponding weight brake. (25 lbs.)
- C. Aftermarket calipers may be used.
- D. Brakes must be functional at each wheel during competition.

9. WHEELS

- A. Fifteen (15”) inch magnetic steel wheels with a maximum width of ten (10”) inches are required. Wide five (5) pattern wheels are permitted for use.
- B. Air bleeders are not permitted.

10. TIRES

- A. All competition tires must be purchased from TUCSON RACEWAY PARK.
- B. Tire soaking, softening or otherwise altering the composition of tires is not permitted.
- C. ALL TEAMS WILL BE ALLOWED TO PURCHASE 8 TIRES PRIOR TO SEASON FOR TEST AND TUNE OR IF TEAM DOES NOT TEST TEAM CAN PURCHASE 6 ON OPENING NIGHT. THEREAFTER EACH TEAM WILL BE ALLOWED TO PURCHASE 2 TIRES FOR EVERY RACE RUN.

NOTE: ANY ALTERATION OF TIRE COMPOUND OF WITH SOFTENER OR ANY OTHER METHOD IS SUBJECT TO A

\$1000 FINE, LOSS OF POINTS, LOSS OF PURSE AND SUSPENSION.

- D. Special events may not be subject to these usage restrictions
- E. Track tire will be Goodyear D2902 & D2772.

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11. DRIVE TRAIN

- A. 2, 3 or 4 speed transmission allowed with a minimum of 1:23 gear ratio on 1st, 2nd and 3rd gear and a 1 to 1 4th gear ratio.
- AUTOMATIC AND INTERNAL CLUTCH TYPE TRANSMISSION ARE NOT ALLOWED.
- B. Minimum diameter of clutch plates and discs must be five and one-half (5-½”) inches.
- C. An approved bell housing is mandatory.

- D. Flywheel must be constructed of aluminum or steel.
- E. Driveshaft may not be carbon fiber.
- F. All driveshafts must be painted white and have car number on it.
- G. It is mandatory that two (2) 360° degree .” inch X 1-½” inch or equivalent steel driveshaft guards (loops) are installed around the driveshaft to contain it upon failure



12. EXHAUST SYSTEM

- A. Any exhaust manifold or headers may be used.
- B. Exhaust pipes must extend past driver and turn down or to outside of car.
- C. Complete exhaust system must be in place at all times.
- D. Maximum sound level 105 Decibels at fifty (50') feet.

13. COOLING SYSTEM

- A. All cars must have a fan guard. Must be approved by TUCSON RACEWAY PARK Tech.
- B. Electrical fans are permitted.
- C. Anti-freeze (ethylene glycol) is not permitted.
- D. The radiator overflow outlet must exit outside the body at the right lower corner of the windshield area (passenger side).

14. ELECTRICAL SYSTEM

- A. Any camshaft driven type distributors are permitted.
- B. All cars must be equipped with a functioning starter.
- C. All cars must be equipped with a Rotary type master electrical switch labeled ON/OFF located directly to the right of the driver for accessibility from the right or left side windows. The switch must be within easy reach of the driver and safety crew.
- D. Battery must be securely mounted in a safe manner. Must be approved by TUCSON RACEWAY PARK Tech Officials.
- E. The ignition amplifier must have a six (6) pin female connector attached to its outlet leads of the Packard Electric type (MSD#8170) to facilitate testing. Wiring sequence must be standard GM-FORD. Multiple boxes and coils allowed.
- F. Only the distributor pick up wires can be contained within a shielding. Tape, heat shrink wrap or braided wire looms will not be permitted on any wiring leading to or from the ignition system.
- G. Traction control devices, mechanical, electrical or otherwise are not permitted. Any car found with an electronic traction control device will subject the driver to a penalty of: Suspension for 1 year, and/or be fined a minimum of \$1000.00, and/or result in loss of championship points.
- H. The Ignition amplifier may be impounded for testing at any time.

15. ENGINE LOCATION AND MOUNTS

- A. Engines with rear mounted distributor will be located so the forward most spark plug is no more than two (2") inches behind the centerline of the upper ball joints. Engines with front mounted distributors will be permitted up to four (4") inches behind the centerline of upper ball joints. All Crate engines may be four (4") inches behind the centerline of the upper ball joints.
- B. Engines may not be offset more than one (1") inch from centerline of the front sub frame.

16. ENGINE REQUIREMENTS

- A. Engines must be production based engines as approved by TUCSON RACEWAY PARK.
- B. CRATE ENGINE OPTION: The following are the only approved Crate Engines.
 - 1. Engine # 1: GM 400HP Part # 88958604 (Sealed)
 - 2. Engine # 2: FORD 400HP Part # M-6007-D347SR (Sealed)



CRATE ENGINE SEAL DETAILS:

Engines shipped from engine manufacturers and/or Certified Engine Re-builders come as a sealed unit. Alteration and/or tampering with engine seals deems that engine in-eligible for competition and will be confiscated; subjecting the driver to any or all of the following penalties; fines; or suspensions:

Penalties for these violations are not subject to appeal and decisions are final.

1. Broken seals are subject to inspection. If deemed broken thru no-fault of the driver or owner, the component(s) will be re-inspected and a new seal provided with no penalty.
2. Alteration or modification of any sealed component will cause that component(s) to be ineligible for competition and will subject the driver and or owner to disqualification from the event, confiscation of the component(s); forfeiture of any or all event monies and/or contingency awards, loss of one-hundred (100) Driver points, an indefinite suspension; additional fines and penalties as deemed appropriate by TUCSON RACEWAY PARK Officials.
3. Seals deemed tampered with or altered cause the engine to be ineligible for competition and will be immediately impounded. Impounded engines will be sent to a TUCSON RACEWAY PARK Certified Engine Re-builder, at the expense of the driver and or car owner for engine re-certification. At the conclusion of testing, the engine has been deemed altered or modified, the offending driver and or owner will be subject to automatic disqualification from the event; loss of one-hundred (100) Driver championship points; forfeiture of any or all event monies and/or contingency awards; confiscation of the engine; an indefinite suspension, additional fines and penalties as deemed appropriate.
- C. Engines may be interchanged within any corporate manufacturer's line (body).
- D. Only cast iron engine blocks are permitted. The engine block must retain all stock external dimensions. Maximum engine displacement is 360 cubic inches including wear.
- E. Maximum engine compression ratio is 11.1 to 1.
- F. Any round aluminum piston may be used. A minimum of three (3) rings per piston.
- G. No titanium is permitted in the engine with the exception of the valve spring retainers and valves.
- H. Cylinder heads may be of cast iron or aluminum construction produced in quantities readily available. GM type engines must have no less than 17.5° degree of valve angle as measured from the crankshaft centerline. There are no restrictions on valve size. The valve stem centerlines must remain in the OEM location and dimension for the heads being used.
- I. Any magnetic steel roller or flat tappet camshaft is permitted.
- J. Independent stud, roller-tip rocker arms, stud girdles and split shaft rocker arm assemblies are permitted.
- K. Only standard magnetic steel or cast iron production design crankshafts will be permitted. If aftermarket crankshafts are used, they must be designed and manufactured the same as an OEM crankshaft for the approved standard production engine. Stroke may be increased or decreased. Balancing is permitted.
- L. Connecting rods must be solid, magnetic steel. Aluminum, titanium, stainless steel or hollow rods are not permitted.



M. Engine may use a wet sump or dry sump oiling system. An accu-sump auxiliary type oil reservoir is permitted.

N. Any cast one piece intake manifold may be used. The intake must remain stock as sold by original manufacturer. Porting is allowed. No fabricated custom manifolds allowed.

O. The use of a carburetor spacer / adapter is allowed.

P. Any alterations to allow air to be introduced into the engine below the opening of the carburetor venturi is not permitted.

Q. A single Holley 500 CFM List # 4412 (casting # 3250), (2) barrel carburetor or a single Holley 390 CFM 4150HP Series List # 80507 or # 6895 (4) barrel carburetor may be used.

The ONLY approved modifications are as follows:

1. The choke airhorn may be removed with a square mill cut.
2. The butterflies may be drilled with one (1) idle hole each.
3. The choke and linkage may be removed, but holes must be permanently filled.
4. No polishing, grinding, coating or drilling of holes permitted in the carburetor body.
5. Screw in air bleeds are permitted.
6. Butterfly screws may be replaced with pan head type screw.
7. Venturi area must be as cast and not altered in any manner.
8. Base plate cannot be altered in size, shape, or finish.
9. Throttle shafts must remain standard. Cannot be thinned, cut or altered in any manner.
10. Accelerator pump system is open.
11. Power valves, metering blocks and floats may be modified.

Any modifications not specifically covered in these rules will not be permitted.

R. ALL CARBURETORS MUST PASS TRP TECH GAUGES.

S. A single Holley 650 CFM 4150 HP Series List # 80541-1, "box-stock", is mandated for use on all approved Crate Engines, no exceptions.

Alteration, physical changes, machining, re-shaping or tampering with any part of the original parts, internal or external, is prohibited

T. The following items are open: Only Holley replacement parts are permitted for use and must match original parts

1. Jets
2. Accelerator pump nozzles
3. Accelerator pump cam
4. Air bleeds
5. Needle and seat
6. Power valves
7. Emulsion bleeds

U. AFTER MARKET AIR CLEANERS MUST BE ROUND PAPER TYPE ELEMENT, SUBJECT TO TRP TECH APPROVAL PRIOR TO USE. NO ALTERING OF AIR CLEANER ASSEMBLY OR ELEMENT, TO COOLING OR LUBRICANTS ALLOWED TO AIR CLEANER OR ASSEMBLY. NO ICING OF AIR CLEANER, FUEL OR FUEL LINES.



TUCSON RACEWAY PARK Officials reserve the right to impound and/or confiscate any carburetor at anytime during or after an event. Failure to comply with this will subject the driver and or owner to disqualification from the event and forfeiture of all monies and points earned for that specific event as well as subject driver and or owner to additional penalties and or probation. Failure to relinquish a confiscated carburetor or component(s) may result in an indefinite suspension from competition until such time as illegal part has been received by TUCSON RACEWAY PARK Officials as well as possible fines.

U. Performance air filter and housing permitted. Must not protrude through the hood. No tubes, funnels or any device which may control the flow of air is permitted inside or outside of the air cleaner or between the air cleaner and carburetor. Must be used during all competition. Cold air boxes are permitted.

17. FUEL SPECIFICATIONS

- A. All cars must compete with fuel purchased from the TUCSON RACEWAY PARK fuel station only. Fuel must be run as dispensed, no mixing of fuel grades.
- B. The fuel shall not be blended with alcohols, ethers or other oxygenates and it shall not be blended with aniline or its derivatives, nitro compounds or other nitrogen containing compounds.
- C. Fuel is subject to testing at anytime.(Must match color and specific gravity)
- D. Chemical enhancements; performance enhancing additives; and/or oxygen-bearing additives found will subject the driver and or owner to automatic disqualification from the event; loss of fifty (50) Driver championship points; forfeiture of any or all event monies and/or contingency awards;

18. FUEL SYSTEM

- A. All cars must be equipped with a TUCSON RACEWAY PARK approved fuel cell. Fuel cells must be securely mounted in the trunk area as far forward as possible. Fuel cells with rubber bladders are highly recommended.
- B. The fuel cell must be completely enclosed in a 22 gauge steel container (box).
- C. Fuel cells must be mounted within a steel framework constructed of steel square tubing (1" inch x 1" inch, 0.065" inch minimum) and be no lower than eight (8") inches from the ground (not including framework).
- D. The framework must attach to the frame rails with a minimum of four (4) ½" inch bolts. Framework may be welded to the main frame rails of the car.
- E. A fuel cell protector bar made from minimum one and one- half (1-½") inches x 0.090" inch steel tubing is required. The length must be greater than the width of the fuel cell and must extend lower than the fuel cell.
- F. A fuel cell protection plate of not less than .2" inch steel or aluminum mounted behind the fuel cell is highly recommended.
- G. Glass fuel filters, electric fuel pumps, and belt driven fuel pumps are not permitted. Fuel line may not enter the driver's compartment. All fuel cells must have a positive vent equipped with a rollover valve.

19. PERSONAL SAFETY EQUIPMENT

- A. All safety equipment is the sole responsibility of the driver, not TUCSON RACEWAY



PARK, their agents, officials or corporate officers to ensure that his/her safety equipment is correctly installed, maintained, and properly used. Please refer to manufacturer installation and usage guide lines and adhere to them at all times.

B. A professional racing seat is required. Approved seat must be made of aluminum and manufactured specifically for auto racing. No fiberglass, plastic, or homemade seats are permitted.

C. Seats must be mounted with a minimum of four (4) .” inch grade 5 bolts. Two bolts at front of seat on bottom, two at bottom rear, or two lower back of seat and two at roll cage bar at upper seat back.

D. Seat mounting is subject to approval by TUCSON RACEWAY PARK Tech Officials.

E. Seats must have a built-in padded headrest behind head.

F. Padded rib protection and leg extensions are required.

G. A headrest/head surround acceptable to TUCSON RACEWAY PARK Tech Officials must be used.

H. Each car must be equipped with an approved seat belt restraint system. The seat belt and shoulder harness should not be less than three (3”) inches wide.

I. The seat belt restraint system must be installed in accordance with the directions provided by the system supplier and/or manufacturer.

J. The manufacturers label should not be located under the adjusting mechanism when the driver is buckled in the seat and has tightened the seat belts and shoulder harness. If the label is under the adjusting mechanism, the label should be removed or relocated in a manner that does not affect the integrity of the belt material. The date of manufacture should remain visible on the belts at all times.

K. The driver must use the seat belt restraint system at all times on the race track, in accordance with the instructions and/or recommendations of the system supplier and/or manufacturer.

L. IT IS THE RESPONSIBILITY OF THE DRIVER, NOT THE TRACK OFFICIALS, OR THE PROMOTER, TO INSURE THAT HIS/HER SEAT BELT / HEAD AND NECK RESTRAINT SYSTEMS AND ALL COMPONENTS ARE APPROVED, CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED.

M. Seat belts and shoulder harness must not be older than three (3) years. (APRIL 2007)

N. Driver’s side window net is required and must be dated within three (3) years (APRIL 2007) Window net must have dated tag by manufacturer. Net material must be a minimum of ¾” inch wide and have openings of at least 1” inch. Net must be equipped with a quick release device on the top left front corner.

O. Drivers must wear a full-face helmet, carrying at least a valid SA 2005 Standard Snell and/or a valid SFI 31.2 or SFI 31.1/2005 label at all times on the race track.

P. The driver should wear the helmet in accordance with the directions provided by the helmet supplier and/or manufacturer. Any modification to the helmet for any purpose should not detract from its effectiveness.

Q. An approved head and neck restraint system is strongly recommended.

R. During race conditions, any crew member who steps into the car servicing area, if any, should wear a helmet.



S. During race conditions, any crew member involved in fueling the car should wear a full face helmet and a fire resistant head sock.

T. IT IS THE RESPONSIBILITY OF THE DRIVER AND CREW MEMBER NOT THE TRACK OFFICIALS OR THE PROMOTER TO ENSURE THAT HIS/HER HELMET IS APPROVED, CORRECTLY WORN, MAINTAINED, AND PROPERLY USED.

U. Each driver must wear a fire resistant uniform meeting the SFI 3.2A/5 specification.

V. Each driver must also wear fire resistant accessories that effectively cover the remaining parts of the body. Shoes and gloves should meet the SFI 3.3 specification. It is recommended that underwear, head socks and socks meet the SFI 3.3 specification.

W. During race conditions, any crew member who steps into the car servicing area should wear a fire resistant uniform meeting the SFI 3.2A/1 specification as a minimum. A uniform meeting the SFI 3.2A/5 specification is recommended.

X. IT IS THE RESPONSIBILITY OF THE DRIVER AND CREW MEMBER NOT TRACK OFFICIALS, OR THE PROMOTER TO ENSURE THAT HE/SHE MAINTAINS, WEARS AND PROPERLY USES PROTECTIVE CLOTHING.

Y. It is recommended that all cars have a built-in Halon 1211, ABC or equivalent fire suppression system at least 5 lb. UL rating, securely mounted and readily accessible for use.

Z. Any car not equipped with a built-in fire suppression system must have a fully charged fire extinguisher, Halon 1211, ABC or equivalent type at least 5 lb. UL rating, with an operating pressure gauge, securely mounted to the right of the driver and readily accessible for use.

AA. All entrants must have a 10 lb. Halon 1211, ABC or equivalent fully charged fire extinguisher in their pit area.

20. IDENTIFICATION AND MARKING

TUCSON RACEWAY PARK reserves the right to assign or restrict the display of decals, identification and advertising deemed by track officials to be in poor taste or otherwise detrimental to the betterment of the sport.

A. Mandatory side numbers must be at least 18" inches high and neatly lettered on both sides of the car.

B. Mandatory roof numbers must read from the passenger side of the car and must be at least 24" inches high.

C. All numbers must be of a contrasting color to the area of the car on which they are displayed.

D. Driver's full name must be on the left and right edge of the roof, minimum 3" inches high.

E. Headlight and parking light openings must be covered. Approved headlight, parking light and taillight decals must be installed.

F. Car owners/ drivers must register choice of car number with TUCSON RACEWAY PARK. If car is not registered purse, points and point fund winnings will not be awarded.

G. TUCSON RACEWAY PARK reserves the right to require a competitor to use a different number at any time to avoid duplication.

H. Contingency sponsor and or Class sponsor decals and or patches must be in place to receive awards and prize money.



I. Top 4” inches of the windshield is reserved by TUCSON RACEWAY PARK for a division sponsor.

J. NO PRIMER GRAY CARS. CARS MUST BE PAINTED

21. COMMUNICATION

A. Two way communications between driver and crew is mandatory. Registration and approval of frequency with TUCSON RACEWAY PARK Tech is required.

B. During the race event, each competitor must have a spotter in the designated location and that spotter must monitor TUCSON RACEWAY PARK race control.(464.7750)

C. During practice, each competitor must have a spotter.

22. ELECTRONICS

A. On-board computers, traction control devices, automated electronics, recording devices, cam-recorders or filming devices, telemetry devices, automatic lap scoring/timing devices, other than those issued by TUCSON RACEWAY PARK, or digital readout gauges will not be permitted without written approval.

B. Microprocessors or electronic memory chips will not be permitted.

23. UNSEALED COMPONENT VIOLATION

A. Speed enhancing alternation or modification of unsealed component(s) is not permitted. Components in violation will be confiscated and subject the driver and or owner to automatic disqualification from the event; loss of one-hundred (100) Driver championship points; forfeiture of any or all event monies and/or contingency awards; and a one (1) race suspension. TUCSON RACEWAY PARK Officials reserve the right to make final decisions in the interpretation of any rules or race procedures at any time. No equipment will be considered as having been approved by reason of having passed through inspection unobserved.

Notes: