



2025 Thunder Trucks

This set of Thunder Trucks Rules is intended to allow a variety of typical Trucks to compete on an equal playing field. Track management reserves the right to make changes to the rules on a when and as needed basis. **Tucson Speedway will adjust weight or left side percentage to ensure fair and even competition.**

1. BODY

- a. Chevy Colorado, Ford Ranger, Dodge Dakota, Toyota Tacoma, Chevy S-10.
- b. **ALL** Rear spoiler **MUST BE CLEAR LEXAN** maximum height 6", 58" maximum width with a maximum height or length from the tonneau cover bottom to top of spoiler. Spoilers may be affixed to the rear bumper cover separate of the tonneau cover. Rear spoilers cannot exceed 42" in height measured from ground to top of spoiler at right, center or left locations.
- c. No aerodynamic devices mounted in front of spoiler.
- d. All trucks must demonstrate a quality and professional look at all times. Trucks must be painted/presentable. Trucks in primer are allowed a two (2) grace race maximum.
- e. All bodies must be fiberglass and retain stock appearance as produced at all times. No modification of any panels by cutting from or adding to same, except for tire clearance shaving.
- f. Any vent type devices added to body must have exact dimension with appropriate hose thus disallowing air escape with no venting of air from underneath body.
- g. Front and rear Plexiglas (Lexan) windows must be at least 1/8" thick and cannot have any air escape holes. Driver and passenger side windows must maintain a minimum opening of at least 22" as measured both horizontally and vertically at all times.
- h. All bodies must be mounted so the lowest part of the body is not lower than the frame with minimum ground clearance of at least 3.5" (with driver and must fit together granting appearance of continuity and style of all the trucks.
- i. Air cleaner bolt access hole drilled in cowl or hood cannot exceed 1/5" in diameter.
- j. The rear portion of hood panel must cover cowl and cannot exceed 1/5" in height from top of cowl and cowl must be affixed to front windshield. The panel behind the driver between the cross bar and bottom of rear window must be sealed at all times.
- k. Front spoiler air dam or valance must be constructed of fiberglass, poly propylene, plastic or rubber, no metal and cannot exceed an overall width of 72" and must maintain a minimum of 3-1/2" ground clearance at all times with driver in.
- l. The right and left quarter panels measured in front of rear wheels and behind the rear wheels cannot exceed an overall width of 72" and must be at least 70" wide. The front fenders must follow the same measurements.
- m. Rear deck lids or tonneau cover must remain flat to top of rear quarter panels with no spacing, shimming or lifting and must have a minimum of 2 hood pins near the spoiler at all times. All tonneau covers must have minimum dimensions of at least 48" wide by 36" in length at all times. Tonneau covers must be hinged and pinned or affixed with Zeus clips.

2. ENGINES

- a. Every engine will be pumped/whistled and sealed at the beginning of the season. Tucson Speedway reserves the right to pump/whistle any engine at any time, regardless if the engine is sealed. Two (2) right center intake bolts and one (1) carburetor bolt with one (1) adapter bolt on the right side must be drilled adjacent to each other for sealing. If the seal is broken or missing, at any time after a race, YOU WILL BE disqualified. All cars must have a Carburetor seal and Engine seal after any race. If you are caught tampering with the seal(s) you will be disqualified for that night and may lose all points for the season and potential suspension for two races.

Tucson Speedway will provide the first set of seals at no charge. All seals after that will cost \$5.00 each. If the seal is removed you must have it resealed before any on track competition.

- b. Nothing larger than 355 lift on the cam lobe.
- c. All motors must use a rev limiter. Rev limiter must be out of reach of driver. 602 RPM maximum 6200. Open motors 6600 RPM maximum.
- d. Engine must be centered in chassis with no offsets and no lowering of engine. Engine set back is 3 ¼" from center of lower control arm pivot point to front of engine block where machined for front motor mount plate.
- e. **Crate Engine Seal Details:**

A 602 GM Crate motor must be left as "Factory" or "IMCA" sealed by GM. At this time factory is the "bottle cap" seal. Crate engines that need repaired, existing engines that were sealed and have been rebuilt or modified in any manner must be discussed with the Race Director.

Engines shipped from engine manufacturers and/or track approved Certification 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. Klein Engines is the only approved Certified Engine Re-builder for Tucson Speedway at this time. Engines can only be rebuilt one time per year. Any other repairs/rebuilds must be authorized by the Race Director.

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

1. All cars must have a Carburetor seal and Engine seal after any race. If you do not you may be disqualified. If you are caught tampering with the seal(s) you will be disqualified for that night and lose all points for the season and potential suspension for two races. Tucson Speedway will provide the first set of seals at no charge. All seals after that will cost \$5.00 each. If the seal is removed you must have it resealed before any on track competition.
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 an indefinite suspension; additional fines and penalties as deemed appropriate by 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 track approved 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 Driver championship points as identified; 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.

NOTE: Absolutely no removal of, alteration of, or covering of casting numbers, part numbers, manufacturers name, logo, insignia, etc., from **ANY ITEM** on the race car. To do so makes a part illegal and will be treated as such. If you come up with a **RARE PART** that we cannot find listed for regular production passenger car use, the **BURDEN OF PROOF IS ON YOU!** At anytime you may be asked to remove a head, manifold or possibly an entire engine for inspection. Failure to comply will result in the same penalty as if it were illegal.

3. **ENGINE OPTION 1: 602 Crate/6200 rpm – 2675 lbs 4412 Carb or 2700 lbs Holley 650 Carb**

- a. The GM Circle Track Crate Engine P/N 88958602. A 602 GM Crate motor must be left as "Factory" or "IMCA" sealed. At this time factory is the "bottle cap" seal. No modifications except PAC 1210X or equivalent valve springs allowed.
- b. Oil pan swaps to the 604 pan and oil pump and pickup arrangement are allowed on factory sealed 602 crates but must be performed with tech oversight OR by an approved engine shop. The procedure by an approved engine shop is pictures of the process throughout and a numbered seal installed in a visible place on driver's left side. The engine shop must provide this to tech – Pan swap must be completed in a 2-hour period as evidenced by time stamps on

images taken during the process. If the swap cannot be completed during the allotted time, it will require tech be present when the pan is installed to ensure rules compliance.

- c. All Circle Track Crate Engines must be factory sealed at the intake manifold, cylinder head, front timing cover and oil pan.
- d. This engine is subject to teardown tech at anytime
- e. 10 ½" crank height, at 4" ride height, with driver.
- f. Factory sealed GM 602 engines is allowed to use the **box stock 4150 series Holley 650 4BBL** carb.
- g. The choke air horn may be removed with a square mill cut.
- h. The butterflies may be drilled with one (1) idle hole each, maximum of 3/16 inches diameter.
- i. Cam and accelerator pump may be replaced with aftermarket.
- j. The choke and linkage must be removed and screw holes must be filled.
- k. Carburetor must fit our Go/NoGo gauges.

4. ENGINE OPTION 2: 9.5.1 OPEN – 2700 lbs – 6600 RPM

- a. 360 cubic inch displacement or less.
- b. Flat tappet camshafts only.
- c. Aluminum water pumps & pulleys are allowed.
- d. After-market power steering pumps are allowed.
- e. Must have cast iron cylinder heads, original valve angle and location. Replacement Head Part Number ENQCH350(H) or (C) is allowed – 170cc/64cc – 1.94 Intake & 1.50 Exhaust
- f. Crankshafts cannot weigh less than 49 lbs. Must install a 1" diameter pipe plug to inspect crankshaft, or remove pan.
- g. Only 5.7 Rods allowed.
- h. No titanium anywhere.
- i. Aftermarket air filter housing permitted and be used during all competition.
- j. No acid dipping, no pressure porting.
- k. Stamped rocker arms or roller rockers are permitted. Rocker ratio must remain as OEM.
- l. Screw-in rocker arm studs are okay and stud girdles are allowed.
- m. Polly locks are okay.
- n. No dry sump oil systems.
- o. 10 ½" crank height, at 4" ride height, with driver.

5. CARBURETOR AND INTAKE (for both Option 1 and 2)

- a. Option 1 – A single **Holley 4150 650 4 barrel** carburetor is allowed.
 - 1 The choke air horn may be removed with a square mill cut.
 - 2 The butterflies may be drilled with one (1) idle hole each, maximum of 3/16 inches diameter.
 - 3 Cam and accelerator pump may be replaced with aftermarket.
 - 4 The choke and linkage must be removed and screw holes must be filled.
 - 5 Carburetor must fit our Go/NoGo gauges.
- b. Option 1 or 2 - A single Holley 4412 S, C or XP casting, no more than 500cfm, 2 barrel carburetor must be used. The ONLY approved modifications are as follows:
 - 1 The choke air horn may be removed with a square mill cut.
 - 2 The butterflies may be drilled with one (1) idle hole each, maximum of 3/16 inches diameter.
 - 3 Cam and accelerator pump may be replaced with aftermarket.
 - 4 The choke and linkage must be removed and screw holes must be filled.
- c. Carburetor must fit Go/NoGo gauges.
- d. Any commercially available cast iron or aluminum one-piece intake with no modifications is allowed on open motors.
- e. No electric fuel pumps will be allowed.

6. CARBURETOR ADAPTER (for both Option 1 and 2)

- a. Any carburetor adapter max 1" high with gaskets no thicker than 1/8".

7. WEIGHT RULES – WITH DRIVER BEFORE RACE

- a. Engine Option 1: 602 Factory Sealed Crate Engine with Holley 4412 Carb: 2675 lbs. and 57% maximum left side weight.
- b. Engine Option 1: 602 Factory Sealed Crate Engine with **Holley 4150 650 Carb**: 2700 lbs. and 57% maximum left side weight.
- c. 602 Crate Motor built according to yellow book: 4412 carb – 2675 lbs/57% left side weight or 4150 carb – 2700 lbs/57% left side
- d. Engine Option 2: **2700** lbs. and 57% maximum left side weight.
- e. Your declared weight must be posted on the top right side of the windshield pillar.
- f. All added weight that is not contained in the frame rails or in steel tubing welded to the frame, must be painted white, must have car number clearly visible on each piece, and must be securely attached with a minimum of two (2) ½" grade 5 minimum bolts with lock nuts.
- g. No pellets or tungsten allowed.
- h. In the interest of safety, a \$10.00 per pound fine **may** be assessed to the driver of any car that loses a ballast weight on the track surface. This fine will be paid to and verified by Tech, prior to further competition.

8. DRIVE TRAIN

- a. Steel flywheels only. No aluminum flywheels permitted.
- b. Performance style clutches are permitted.
- c. Multiple disc clutches are permitted. Minimum diameter 5 ½" inches.
- d. Aluminum clutch assemblies are permitted.
- e. Approved heavy duty explosion proof bell housing or approved 180° degree shield over the top and down both sides must be installed. Conveyor belt material if properly installed is acceptable. A 1" hole in bottom of bell housing, in line with the clutch flywheel assembly, is mandatory.
- f. Falcon or Brin type transmissions are allowed. All gears, including reverse, must operate.
- g. GM 2-3-4 speed transmissions are allowed.
- h. A GM, 2 speed direct drive transmission with clutch pedal dump or clutch less valve body can be used. The use of a hand operated, hydraulic valve transmission lock-up system (band apply) is also permitted. This system allows the TRUCKS to be push started.
- i. Lightening of internal transmission parts or case from as produced is not legal or allowed. No coatings, no polishing, no deburring or lightening in any way. No adding weight to inside of case or to inside of transmission pan. All transmissions subject to technical inspection by track appointed facility at any time.
- j. No tail house bearings, billet input shafts are permitted.
- k. Driveshaft must be steel, painted white and have car number on it. No aluminum drive shafts allowed.

9. STARTERS / BATTERY / ELECTRICAL

- a. All truck starters must be in working order at all times and must start under their own power or be pushed started, if not they will be placed to the rear of the field.
- b. Battery must be mounted behind the driver's compartment and outside the driver's compartment in front of rear axle assembly on right or left sides. Only one battery is allowed.
- c. Dry cell batteries are permitted. 14 and 16-volt batteries are not permitted. 12-volt charging systems only, with maximum 14-volts output are allowed.
- d. Alternators are permitted, but must be mounted to the engine and not the chassis. A combination unit in the water pump for example, a Race Mate Alternator or drive-line mounted alternator are not permitted. Power output from charging system shall go directly to one battery only.

- e. Master electronic cut-off switch must be located within drivers reach and accessible from outside of truck by track officials.

10. SUSPENSION

- a. 3" coil-over springs are allowed. Progressive springs allowed.
- b. Tubular upper a-arms may be tubular style, 8" – 9" length only.
- c. Sway Bar 1 3/8" max.
- d. Tubular lower control arms cannot be more than 16" long from center of ball joint, pressed in or screw in, at zerk fitting to center of heim joint.
 - 1. Control Arms – HOWE Part #22835, ALLSTAR Part #ALL56180, LEFTHANDER Part #001-17155 (left) or #229615 or equivalent.
- e. Lower arm mounting holes must be no more than 16 3/4" center to center.
- f. Solid 3 link rear suspension allowed ONLY. Trailing arm must be no shorter than 27" and same on both sides. Trailing arm braces must be parallel to the frame rails.
- g. If a truck excessively contacts the racing surface the driver may be black flagged.
- h. Max tread width, front and rear, is 63", measured from inside of right tire to outside of left tire. (ASA 60" Rule).
- i. Wheel base must be 108", with 1/4" tolerance.
- j. Quick Change or 9" Rear-End allowed. No Lightening of any Rear-End/Quick Change internal parts. Maximum rear tread width of 63".
- k. No offset Rear-Ends allowed, rear-ends must be in center of chassis (+ or - .5" only). Cambered rear-ends are not permitted, rear sway bar is not permitted. (+ or - .5") Overall rear-end must be centered off rear clip rails. "Center of Rear-End Housing" to be determined by measuring inside left rotor to inside right rotor, divided by 2.
- l. Spool or Locker Rear-Ends are allowed. Gun drilled, hollowed or lightweight axles are not permitted with a minimum weight of each axle of 10.5 lbs. No ring gear back-cutting. Axles, drive shaft yoke and spur gears must be made of magnetic steel.

11. SHOCKS

- a. Any steel or aluminum shock that retails for \$450.00 or less. Can be re-buildable.
- b. Nitrogen bagged or hydraulic shocks only.
- c. Only one shock absorber per wheel. No air type, or remote reservoir shocks. Schrader valves, or any other means of adjusting gas pressure, are not allowed. External shock dampening adjustment of any kind is not allowed. Internal, stationary base valves, meant to reduce gas pre-load, are not allowed. No bump stops allowed.

12. BRAKES

- a. Stock cast iron GM OEM calipers or GM rebuilt calipers from LEFTHANDER Part #134-4071 right rear, #134-4072 left rear, #134-4020 right front, #134-4021 left front or any OEM style brake caliper in aluminum or steel, single piston, with a maximum piston diameter of **2-1/2"** may be used. Wilwood calipers Part #120-5289 for the front and Part #120-6426 for the rear are strongly suggested and highly recommended. 1.25" rotors are allowed and slotted, vane or drilled rotors are allowed. Scalloped rotors are not allowed.
- b. All 4 brakes must be in working condition at all times.
- c. Any pedal and master cylinder assembly is permitted.
 - 1. Electric blowers for brake cooling and electric blowers for radiators, distributors and drivers are permitted. No air hoses to the air cleaner or carburetor areas.
 - 2. Brake adjusting devices from inside driver compartments are permitted, brake fluid re-circulators are not permitted.
 - 3. Brake pad composition of your choice.

13. STEERING

- a. Stock style gear box ONLY. You cannot modify the chassis current 3-hole bolt pattern.
- b. No rack & pinion steering allowed.

- c. An approved quick release steering wheel is required.
- d. Steering columns must be collapsible. U-joints are acceptable.
- e. Steering quickener is permitted.
- f. All steering heim joints and tie rods may be constructed of magnetic steel or aluminum.
- g. All welding of steering components must meet with track approval.
- h. Steering wheels must have a two inch thick high density pad in the center.

14. ROLL BARS / CHASSIS

- a. Minimum outside diameter of roll bars must be maintained at 1.75" with minimum .090 wall thickness.
- b. Minimum of 4 roll bars on left side of truck are required with left side door bars surrounding driver with minimum 1/8" steel plates.
- c. All driver compartment and all driver door bars must have gussets wherever one bar meets another.
- d. Main frame bars (center section) and front and rear stub bars must be 2" x 3" x .095 minimum.
- e. All roll bars within driver's reach/vicinity must be covered with "high impact" safety padding only. Light foam padding is not permitted.
- f. Any modifications to the chassis of any kind are not permitted. All pick-up points must remain in original manufactured location. Any modifications to pick-up points may result in disqualification and fine as determined by track officials.

15. FUEL SYSTEMS / FUEL

- a. All cars must be equipped with a track approved fuel cell with a bladder. Must have a positive locking cap and rollover valve in the vent line.
- b. Fuel cell must be enclosed in steel box with a minimum 1" x 1" tube frame.
- c. Fuel cells must be located as per original manufacturing location in center of rear chassis, front and back and at original height.
- d. Racing fuel must be purchased from TS directly. Competitors may be required to show a purchase receipt from TS for fuel on the race day. If no receipt is provided, winnings will be withheld until the fuel is tested and the costs of fuel testing will be deducted from the winnings.
- e. 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. You can mix pump gas and racing fuel. It is the competitor's responsibility to ensure that fuels are not mixed in previously used containers.
- f. You can mix pump gas and racing fuel.
- g. Pump gas may be bought from a gas station.
- h. Icing or cooling of fuel system will not be permitted in the pit or racing areas.
- i. Icing, Freon type chemicals, or refrigerants may not be used in or near the fuel system.
- j. Pressure systems will not be permitted.
- k. Any concealed pressure type containers, feed lines, or actuating mechanisms will not be allowed. Even if inoperable.
- l. Only 1 metal alloy gasoline filter may be used between the fuel cell and the fuel pump. The location and size of the filter must be acceptable to TS officials.
- m. Fuel is subject to testing at any time.

16. RADIATORS / ENGINE COOLING SYSTEM

- a. Aluminum radiators with electric cooling fans and minimum 1 quart overflow tanks are mandatory.
- b. Radiators cannot be moved from stock location. Radiators cannot be lower than 6" (+ or - .5") from bottom of 2" x 3" frame rail. Absolutely no antifreeze (ethylene glycol) allowed. Water Wetter or like additives permitted.
- c. Shroud plates of aluminum or plastic only on both sides and top and bottom of radiator are permitted but cannot exceed 12" in length from rear of radiator, no air to be ducted or directed into engine compartment.

- d. No icing, Freon-type chemical, liquid spraying systems or refrigerants may be used in, near or around the engine compartment or radiator.

17. SAFETY

- a. For all safety equipment. It will be the sole responsibility of the driver, not track management, their agents/officials or corporate officers to ensure that his/her safety equipment is correctly installed, maintained, and properly used. Any modification to safety equipment for any purpose must not detract from its effectiveness. Please refer to manufacturer installation and usage guide lines and adhere to them.
- b. Aluminum professionally built high back racing seat required. No plastic, etc.
- c. Padded headrest required.
- d. Seat must be securely bolted to and mounted on an assembly that is an integral part of the roll cage. Minimum 4 bolts on bottom of seat and two bolts to the roll bar near shoulder area.
- e. Seat will not be attached to the floorboard. OK only if floor is minimum .125 steel welded between frame rails.
- f. A five- (5) point safety harness, with quick release is mandatory! 3" wide lap belt, 2" or 3" shoulder belts, and a 2" submarine belt. All belts shall be attached to roll cage using minimum ½" grade 8 hardware and safety cables.
- g. Cotton harness components prohibited.
- h. SFI or FIA approved Safety harnesses/seat belts valid for two (2) years from date of manufacture per SFI standards. If necessary, proof of purchase may be required. Any visible damage, fraying or sun damage, may require replacement.
- i. Full-face helmets are required and must be worn at all times while racing. Helmet must be 2015 Snell standard or better and have a sticker visible for inspection.
- j. Window net mandatory SFI or FIA approved and may be no more than five (5) years old! Minimum 1" ribbon with release at top only. It is required that all window net releases be updated to the quick release seat belt type with releases located and facing the outside of the car. No close mesh off-road type allowed. Any visible damage, fraying or sun damage, may require replacement.
- k. SFI or FIA approved fire suit, gloves and racing shoes mandatory at all times. Head and neck restraint highly recommended. Neck collar mandatory.
- l. Eye protection is mandatory and must be in proper place at all times.
- m. All cars must have a fully charged fire extinguisher, Halon 1211, ABC or equivalent type with at least a 2 lb. UL rating. Must have an operating pressure gauge which must be visible to tech inspection. If hand held type extinguisher must be securely mounted to the right of the driver's seat, and readily accessible for use. Steel mounts only, no plastic.
- n. Two (2) drive line straps, 1" x 1/8" required. Mounting to be within 6" of the U-Joints.
- o. All cars will be required to have in their pits a minimum of one 5 pound, Halon or dry chemical fire extinguisher. This is to be visible to tech officials and all crew members. All crew members must be made aware of its location, and knowledgeable in the use of the fire extinguisher.
- p. Car and driver will be required to make safety rule violations comply PRIOR to any on track activity.

18. IDENTIFICATION AND MARKING

- a. Management 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.
- b. Side numbers must be at least 18" inches high and neatly lettered on both sides of the car.
- c. Roof numbers must be at least 24" inches high and readable from the passenger side of the car.
- d. Cars must have 6" tall numbers front and rear.
- e. All numbers must be legible and of a contrasting color to the area of the car on which they are displayed. No reflective/mirrored doors, quarter panels or numbers.
- f. Driver's full name must be a minimum of 3" inches high on the left and right edge of the roof.
- g. Two (2) digit numbers are recommended; however, three (3) digit numbers are permitted.

- h. Car owners must register choice of car number with the track management prior to the start of the season.
- i. Management reserves the right to require a competitor to use a different number at any time to avoid duplication.
- j. Contingency sponsor and or Class sponsor decals and or patches must be in place.
- k. Top 4" inches of the windshield is reserved by Management for a division sponsor.

19. COMMUNICATION

- a. Two-way radio for communication with a spotter is mandatory.
- b. Each competitor must have a spotter in the designated location. It is recommended the spotter monitor TUCSON SPEEDWAY race control.
- c. Each car must have spotter during practice sessions.
- d. One car radio, one wiring harness and antenna only.
- e. Transponders are required and must be mounted on the right side frame rail, 13' 6" from the furthest point of the nose and no higher than 12" off the ground.
- f. Spotters must display car # affiliation for spotter official to see.
- g. During the event, start to finish, spotters must be in the designated location any time their car is on the race track.

20. ELECTRONICS

- a. NO Traction Control Devices of any kind - If any 'traction control' device is found, the driver and owner will be disqualified from the event, the car will be confiscated until a \$15,000 fine is paid. Additionally, the driver and owner will receive a lifetime ban from all Tucson Speedway events.
- b. No Data Acquisition equipment/wiring is allowed in the car on officially recognized race or practice days.
- c. No digital dashes will be allowed.
- d. Cellphones, smart watches or bluetooth devices will not be allowed in racecar at any time during qualifying or race, this is an automatic disqualification.

21. WHEELS

- a. Steel 5" x 5" racing wheels mandatory, maximum eight (8") inches wide, fifteen (15") inches diameter.
- b. Minimum Heavy duty 9/16" inch wheel studs are required.
- c. No air bleeders permitted.
- d. Wheel spacers optional.
- e. No wheel weights allowed.

22. TIRES (Hoosier F70 – 8" Slick)

- a. Tires will be available for purchase when the TS Tire Barn is open, generally Fridays (prior to race weekend if practice is scheduled) and Race Day.
- b. All competition tires must be purchased from Tucson Speedway (TS) Tire Barn. The track specified tires for the 2025 season is the 8" Hoosier F70 Slick. No shaving, grinding, cutting, softening, conditioning, siping, or grooving of tires allowed. A minimum durometer reading may be enforced at all time. Tire limitation rules apply.
- c. TS has a "Tire limitation rule" in an effort to lower the costs associated with racing by limiting the amount of tires any competitor may purchase. The tire limitation rule is only in affect for the tires that are eligible to race on, not practice on. Below are the requirements, rules and guidelines for the Tire limitation Policy.
- d. On opening day, each competitor who has a car in the pits that attempts to qualify and compete in that evening's events may record a maximum of Six (6) new tires.
- e. On each race day, after the first race event that TS holds an Outlaw event, each competitor who has a car eligible and ready for competition will be allowed to record tires as permitted by the tire schedule. During special events, tire allotment may be adjusted at the discretion of the Tech Director.

- f. Cars must attempt to qualify and compete. What constitutes a qualifying attempt shall be left to the discretion of TS officials. If the car does not attempt to qualify and compete, the tires will be considered NEW for the next event and the competitor will not be allowed to purchase new tires.
- g. Each tire will be branded, logged and recorded by TS Tire/Tech Officials.
- h. In the event a competitor is unable to attend or compete on Opening Day, they may record four (4) new tires their first race day at TS.
- i. If you flatten or damage tires in an accident, only ONE (1) new tire may be recorded for replacement. The Tech Director may approve additional tires for competitors damaging more than one tire in an event. Competitors must present all damaged tires to Track Officials before the end of the night to be eligible for replacement. The replacing tire must be of similar age and quality of the tire it is replacing; i.e. a new tire replaces a new tire or a used tire replaces a used tire.
- j. There will be no banking of tires at TS tire barn facilities.
- k. No bleeder valves will be allowed.
- l. Tires you qualify on must be ran for the heat and main events that evening.
- m. No swapping of tires with other teams.
- n. No wheel weights are allowed.

COMPETITIVE RULE: If there is a rule violation that does not result in a competitive advantage, the Track Officials may issue a correction notice to the car/cars for inspection at the next class race, to be presented for inspection prior to any qualifying or heat races. If the car is not presented and/or the correction not made, the car is subject to disqualification at that race.

OUT-OF-TOWN CARS: TS invites all Out-of-Town competitors. Due to differing levels of competition, TS reserve the right to adjust gear, total weight or bias on an individual basis.

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.