



2025 Modified Rules

If the rules don't say you can't, don't assume you can. Tucson Tech has the final say.

1. THE CAR, BODY & SPOILERS: (See pages 10 - 13 for body details.)

- 1.1 Handmade body parts may be constructed of steel, aluminum, or fiberglass.
- 1.2 No wings or any other ground effects are allowed anywhere outside or inside of the car.
- 1.3 Engine compartment will remain open. No side panels are allowed.
- 1.4 There is a maximum 4 inch drop on hood sides and a maximum 3 inch rake front to rear and must be sealed off at the rear of the hood.
- 1.5 Body is not to extend farther forward than back of engine block.
- 1.6 All forced air openings must be used for radiator or brake cooling only.
- 1.7 Driver and passenger side windows must have at least 12 inch vertical opening.
- 1.8 All cars must be equipped with approved side rail bars and scrub rails.
- 1.9 Side kick-offs must extend to the outside of the rear tires one inch and taper inward to the body toward the front of the car.
- 1.10 Both sides of the body may not have any more than 1.250 gap in the center of the body when a string line is used from front to rear.
- 1.11 Steel bumpers must be used, both front and rear, at all times and securely mounted with minimum 0.375-inch bolts. Must be made of minimum 1.25-inch OD tubing, 0.065 wall thicknesses on front - 0.095 wall thicknesses on rear, and must be able to support car if lifted by wrecker. Two-bar front bumpers must be mounted frame end-to-frame end, no wider than the width of material outside frame horns, with the bottom loop parallel to the ground. Top bar must be directly above bottom bar, minimum 6.5 inches apart, measured center to center at front of bumper (see P in body diagram), so bumper is perpendicular to ground.
- 1.12 Front Bumper can be no wider than 4 inches of the front frame rails. Rear bumper must not extend beyond the width of the rear tires.
- 1.13 The rear bumper can be no more than 4 inches wider than body.
- 1.14 A rear spoiler, non-adjustable by the driver may be attached to the rear deck-lid.
- 1.15 The spoiler must not exceed 8 inches in height and 66 inches in length, or the width between the quarter panels.
- 1.16 Spoiler must be 1/8" metal or 1/4" Lexan (Lexan recommended) and control the flow of air over one surface only.
- 1.17 A maximum of three supports may be installed on the rear spoiler. No rudders or forward mounting brackets allowed.
- 1.18 If a car excessively contacts the racing surface the driver may be black flagged.
- 1.19 Cars must be painted/presentable. No reflective/mirrored doors, quarter panels or numbers. Cars in primer are allowed a two (2) grace race maximum.
- 1.20 No mixing of the body rules – you must run either Tucson Speedway or SRL.

2. WINDSHIELD, GLASS & MIRRORS:

- 2.1 Front and rear Lexan windshields are optional, but recommended.
- 2.2 5/16" steel bars evenly spaced and securely mounted in front of driver are required "if Lexan is not used".
- 2.3 Allowed one (1) racing mirror securely mounted inside driver compartment.

3. FRAMES:

- 3.1 Tube frame with stock front clip is permitted.
- 3.2 Frame may be cut at the rear only at a point not further than 36 inches from center of rear end housing.
- 3.3 Frame may not be widened or narrowed, must be full and complete on both sides.
- 3.4 Front cross member may be notched for radiator clearance only.
- 3.5 Fabricated front clips must add 25lbs of weight in front of the bellhousing.

4. ROLL BARS:

- 4.1 All cars must have a steel roll cage consisting of continuous hoop not less than 1-3/4 inch outside diameter and must have a wall thickness of at least .095.
- 4.2 Cage must be mounted in at least six places with proper bracing to protect the driver.
- 4.3 Earnhardt bar is recommended; a vertical support down tube from upper halo to cage to add support to upper halo.
- 4.4 Minimum of three driver side door bars, parallel to the ground and perpendicular to the driver door. Door bars must be welded to the front and rear of roll cage.
- 4.5 Bar across back of engine with vertical rub rails for protection of feet is required.
- 4.6 Steel door plate, must be securely welded to outside of driver side door bars and cover area from top door bar to bottom door bar and from rear hoop down-post to five inches in front of seat.
- 4.7 No brace bars forward of cage may be higher than hood.
- 4.8 Down bars cannot pass through the hood!

- 5. **ENGINE:** Any American-made engine may be used as long as rear of engine (bellhousing flange) is mounted at least 72 inches forward from the center line of rear axle. Engine offset must be kept within 2 inches of centerline of front crossmember with engine level. 10 1/2 inch engine height minimum from ground to front center of crankshaft with driver in the car.

Open Motor: C.I./410 Max 2600 pounds, 58% left-side weight, 7400 RPM

- 5.1 No aluminum blocks or oil pans. No magnetos. Motor C.I./410 Max
- 5.2 Aluminum cylinder heads allowed with 25 pounds weight added to each frame rail at the dogleg (BOTH SIDES).
- 5.3 Stock valve angle only for engine used (SBC 23 degree & LS3 15 degree +/- 2 degrees). SBC 18-degree (no tolerance)
- 5.4 'Wet' oiling system only. Oil coolers must not protrude above interior. Accumulators cannot be mounted between the driver and left-side door. External one stage oil pump allowed.
- 5.5 Any overflow tubes must be directed to the ground, between frame rails. Radiators to be mounted in front of engine only.
- 5.6 Conventional air cleaner housings only. No top flow air cleaner housings allowed.
- 5.7 One carburetor must be naturally aspirated.
- 5.8 The FAST EFI configured package may be APPROVED if the engine has already competed in the series. Must be approved on a case-by-case basis.

602 Crate or Yellow Book Rebuilt 602 Crate: engine by series authorized rebuilder at 2500 Pounds 58% maximum Left Side with driver RPM 6200

- 5.9 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 drivers 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 present when the pan is installed to ensure rules compliance.
- 5.10 The 602 GM Crate motor must be left as "Factory" or "IMCA" sealed. 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.
- 5.11 GM 602 may use a Holley 650 4BBL carb Max.

Sealed Crate Engine - GM CT525: 2600 Pounds 58% left-side weight 7200 RPM

- 5.12 Only sealed crate engine is allowed. May not be altered from stock condition.
- 5.13 Mandatory ignition controller MSD p/n 6014CT, maximum timing 26 degrees, rev launch 7,200, rev max 7,200. Engine performance must follow this dedicated timing curve:
Engine Speed Ignition Timing
 - 0 15.0
 - 900 20.0
 - 2000 24.0
 - 3500 24.0
 - 5000 24.0
 - 6000 26.0
- 5.14 Holley 650 4 BBL carburetor, gas only.
- 5.15 May use any header.
- 5.16 Must add 50 Pounds to front of crossmember.

5.17 Crate Engine Seal Details:

The 602 GM Crate motor must be left as "Factory" or "IMCA" sealed. 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 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. 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 any time, 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.

6. EXHAUST:

- 6.1 Exhaust system must be mounted in such a way as to direct spent gasses away from cockpit of vehicle and away from areas of possible fuel spillage. All exhaust must go through the muffler, two per car, and one per header. One large muffler is allowed.

7. CARBURETOR:

- 7.1 Open Motor – Any naturally aspirated carburetor.
- 7.2 602 Crate – Holley 650 4BBL carburetor max. Must be naturally aspirated.
- 7.3 CT 525 – Holley 650 4BBL carburetor max. Must be naturally aspirated.

8. CARBURETOR ADAPTER:

- 8.1 Any Carburetor adapter max 1" high with gaskets no thicker than 1/8".

9. INTAKE MANIFOLD:

- 9.1 Any commercially available cast iron or aluminum one-piece intake with no modifications.

10. IGNITION:

- 10.1 CT525 Mandatory ignition controller MSD p/n 6014CT.
- 10.2 Only a point type, single or dual, or electronic system is permitted.
- 10.3 Electronic distributors, single or dual point distributors, or any camshaft driven type distributors are permitted. Magnetos, crank trigger, optically triggered, digital or computerized systems that are designed to vary spark curve are not permitted.
- 10.4 The distributor must mount in the stock location and maintain the same firing order as for factory engine and the make and model engine being used.
- 10.5 No crank trigger ignition systems allowed.
- 10.6 No adjustable timing controls allowed.
- 10.7 No ignition system equipment or wiring may be located in the driver's side door area.
- 10.8 All ignition system equipment must be securely mounted, accessible to tech inspection and out of drivers reach.
- 10.9 All wires from MSD/Spark Amplifier to distributor must be visible with NO open connections.
- 10.10 All cars must be equipped with a master electrical switch located in the cockpit of the car. The switch must be within reach of the driver and safety crew from the left side of the car. On/Off must be clearly marked.

11. COOLING SYSTEM:

- 11.1 Cooling system may be modified.
- 11.2 Radiator and oil coolers must not protrude above interior.
- 11.3 Catch can must be securely mounted.
- 11.4 Absolutely no antifreeze (ethylene glycol) allowed. Water Wetter or like additives permitted.

12. TRANSMISSION:

- 12.1 No 5 speed transmissions or "in and out" boxes allowed.
- 12.2 Automatic transmissions are allowed.
- 12.3 Internal clutch transmissions are allowed such as Bert and Brinn.

13. CLUTCHES AND DRIVE SHAFT:

- 13.1 No aluminum or light alloy clutch assemblies are allowed.
- 13.2 No carbon or carbon fiber clutches are allowed!!
- 13.3 No aluminum or carbon fiber drive shafts, yolks, or slip yolks allowed.
- 13.4 Driveshaft must have a 360-degree drive shaft loop and must be constructed of at least (1) 0.25 inch by two inch steel, or one inch tubing, mounted six inches back from front U-Joint preventing the shaft being dislodged and dropping onto the racing surface.

14. REAR END / REAR SUSPENSION:

- 14.1 Any approved OEM passenger car type or truck rear end may be used.
- 14.2 No aluminum allowed, except lowering blocks, axle cap and drive flange. A 1-inch inspection hole in the center section is recommended. Full steel or aluminum spool, steel or aluminum mini spool or welded rear ends only. No open or unlocked rear ends, steel axles only.

- 14.3 One-piece drive flanges only.
- 14.4 No independent rear suspension. All components must be steel. No covers allowed. All trailing arms/link bars must be steel tubing. No birdcage set-ups of any kind (3 or 4 links). Trailing arms must mount to rear end in a solid fashion (heim allowed) and no part of the trailing arm mounting may freely rotate around the rear end or move. The rear of frame may be altered to accept leaf or coil springs, and truck arms. Steel coil-over eliminators. Minimum 19-inch long Panhard bar, measured center to center. No cambered rear end housings. Aluminum jack bolts and spring plates allowed.
- 14.5 Upper 3 Link traction bar may have rubber bumper or spring damper. Rubber bumper allowed on rear lower trailing link. No springs. Rear torque link suspension allowed. No springs. FRONT OR REAR SUSPENSION HAS TO BE PRE-APPROVED BY TECH OFFICIALS.
- 14.6 Coil-over shocks on rear suspension with a 4 ½" minimum on spring diameter will be permitted.
- 14.7 Quick change option, only rear ends with a 10" ring gear, aluminum or steel spool, standard steel axle tubes, steel axles only, minimum one-inch-wide spur gears and bolt on rear cover are required. Safety hubs (floater) allowed. All additional components must be steel, except lowering blocks, axle caps, U-joint caps, and one-piece drive flange. One inch inspection hole required in housings. No cambered rear ends, heavyweight axle tubes (max .250" wall), and housing braces.
- 14.8 Quick change rear ends are limited to gear ratios within .06 points of the 9" ford gear ratios. (i.e.: ford 9' ratio is 5.83 a quick change can be 5.89 or 5.77) All cars regardless of what rear-end being used must qualify and race on the same gear ratios.

15. BRAKES:

- 15.1 Must have a working caliper and rotor on each wheel. All calipers must be steel and approved OEM or OEM replacement. Minimum rotor width .800" for front brake rotors, 11-inch diameter.
- 15.2 After-market steel rotors will be allowed. NO holes in rotor face. The rotor must be externally round, internally may have scalloping between mounting holes. Rotor hat may be aluminum. The hub must be steel and not drilled, no additional holes.
- 15.3 No carbon fiber.
- 15.4 Proportioning device allowed front to rear. Brake fluid recirculators allowed.
- 15.5 Brake lines must be visible and outside of frame rail.
- 15.6 Racing type brake pedals and master cylinders permitted.

16. TREAD WIDTH:

- 16.1 79 Inches maximum, measured from the outer most part of the tire at spindle height, with driver in the car, as presented for inspection – ¼" tolerance. Must fit TS gauges before the race.

17. WHEEL BASE:

- 17.1 Wheelbase no shorter than 108". (1" variance allowed for Caster settings) or you could say NLT 107" (Zero tolerance).

18. SUSPENSION:

- 18.1 Tube type steel upper A-frames permitted.
- 18.2 A-Arms must be mounted in stock location and must be capable of being replaced by stock parts from same type.
- 18.3 Lower A-frames must be unaltered OEM stock replacement.
- 18.4 Aluminum cross shafts permitted.
- 18.5 Heim joints and steel sleeves and mono balls will be permitted on the front suspension provided the component is not modified to accommodate use.
- 18.6 Hubs and A-frames cannot be made of aluminum; any other aluminum suspension parts are also not allowed.
- 18.7 No fiberglass suspension parts allowed.
- 18.8 Stock style slapper sway bar only or splined sway bars.

- 18.9 No weight changing devices to be mounted so that they may be operated from inside of the Car.

19. SPINDLES:

- 19.1 Stock OEM passenger car spindles only. No fabrication of spindles allowed.
- 19.2 Aluminum spindles not allowed.

20. STEERING:

- 20.1 An approved quick release steering wheel is required.
- 20.2 Steering columns must be collapsible. U-joints are acceptable.
- 20.3 No rack & pinion steering.
- 20.4 Steering box must remain within one original bolt pattern for type of frame used.
- 20.5 Steering quickener is permitted.
- 20.6 Electric power steering is permitted but must use the original steering box configuration.
- 20.7 All steering heim joints and tie rods may be constructed of magnetic steel or aluminum.
- 20.8 All welding of steering components must meet with track approval.
- 20.9 Steering wheels must have a (2) two inch thick high density pad in the center.

21. SHOCKS / SPRINGS:

- 21.1 Coil or leaf spring allowed. No torsion bars, air bags, or pressurized springs. Maximum of one spring and one bump spring associated with each wheel. Four shock absorbers total. Bump Stop styles allowed are: Foam, Polyurethane, Rubber, Spring, Belleville Washer. NO COMPRESSED AIR STYLE BUMP STOPS.
- 21.2 Any steel shock that retails for \$500.00 or less. Only one steel, nonadjustable, unaltered shock absorber per wheel. No threaded body shocks, front or rear, or air type, or remote reservoir shocks. External shock dampening adjustment of any kind is not allowed.
- 21.3 Coil springs a minimum of 4-1/2 inches in diameter permitted on the front or rear of the car. Rear of car may use the 4-1/2 coil over kit.
- 21.4 No hollowed-out bolts of any kind on suspension components.

22. WHEELS:

- 22.1 Steel racing wheels mandatory, maximum eight (8") inches wide, fifteen (15") inches diameter.
- 22.2 Minimum Heavy duty 9/16" inch wheel studs are required.
- 22.3 No air bleeders permitted.
- 22.4 Wheel spacer's optional.
- 22.5 No wheel weights allowed.

23. TIRES: (Hoosier F70 – 8" Slick)

- 23.1 All cars will run Tucson Speedway (TS) tires purchased from TS Tire Barn. The track specified tire 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.
- 23.2 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.
- 23.3 On Opening Day, each competitor that 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.
- 23.4 There will be no banking of tires at TS tire barn facilities.
- 23.5 No bleeder valves will be allowed.
- 23.6 Swapping tires between teams will not be allowed.
- 23.7 Tires that are qualified on must be used for all heat and main event races.
- 23.8 On each race day, after the first race event that TS holds a Modified 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.

- 23.9 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 tire / tires will be considered NEW for the next event and the competitor will not be allowed to purchase new tires.
- 23.10 Each tire will be branded, logged, and recorded by TS Tire/Tech Officials.
- 23.11 In the event a competitor is unable to attend or compete on Opening Day, at their first race to TS they may record four (4) new tires.
- 23.12 In the event a competitor flattens or damages more than one tire in an accident, only one (1) new tire may be recorded for replacement. The Race Director may approve additional tires to 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.
- 23.13 TS Tire Barn is open Fridays prior to race weekend (if practice is scheduled), and Race Day.

24. WEIGHT:

- 24.1 See engine rules for weight.
- 24.2 Weight rules are subject to change per level of competition at TS Officials discretion.
- 24.3 Your declared weight must be posted on the top right side of the windshield pillar.
- 24.4 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.
- 24.5 No pellets or tungsten allowed.
- 24.6 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.

25. FUEL:

- 25.1 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.
- 25.2 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.
- 25.3 Pump gas may be bought from a gas station.
- 25.4 Icing or cooling of fuel system will not be permitted in the pit or racing areas.
- 25.5 Icing, Freon type chemicals, or refrigerants may not be used in or near the fuel system.
- 25.6 Pressure systems will not be permitted.
- 25.7 Any concealed pressure type containers, feed lines, or actuating mechanisms will not be allowed. Even if inoperable.
- 25.8 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.
- 25.9 No nitrous oxide or additives of any kind allowed.
- 25.10 Fuel is subject to testing at any time.

26. IDENTIFICATION AND MARKING:

- 26.1 Management reserves the right to assign or restrict the display of decals, identification and advertising deemed by the track officials to be in poor taste or otherwise detrimental to the betterment of the sport.
- 26.2 Side numbers must be at least 18" inches high and neatly lettered on both sides of the car.

- 26.3 Roof numbers must be at least 24" inches high and readable from the passenger side of the car.
- 26.4 Cars must have 6" tall numbers on front and rear.
- 26.5 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.
- 26.6 Driver's full name must be a minimum of 3" inches high on the left and right edge of the roof.
- 26.7 Car owners must register choice of car number with track management prior to the start of the season.
- 26.8 Management reserves the right to require a competitor to use a different number at any time to avoid duplication.
- 26.9 Contingency sponsor and or Class sponsor decals and or patches must be in place.
- 26.10 Top 4" inches of the windshield is reserved by Management for a division sponsor.

27. COMMUNICATION:

- 27.1 Two-way radio for communication with a spotter is mandatory.
- 27.2 Each competitor must have a spotter in the designated location. It is recommended the spotter monitor TUCSON SPEEDWAY race control.
- 27.3 Each car must have spotter during practice sessions.
- 27.4 One car radio, one wiring harness and antenna only.
- 27.5 Spotters must display car # affiliation for spotter official to see.
- 27.6 During the event, start to finish, spotters must be in the designated location any time their car is on the race track.
- 27.7 Transponders for automatic lap scoring/timing is 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.

28 ELECTRONICS:

- 28.1 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.
- 28.2 No Data Acquisition equipment/wiring is allowed in the car on officially recognized race or practice days.
- 28.3 No digital dashes will be allowed.
- 28.4 Cellphones, smart watches or bluetooth devices will not allowed in racecar at any time during qualifying or race, this is an automatic disqualification.

29 FUEL CELL:

- 29.1 All cars must be equipped with a track approved fuel cell with a bladder. Must have a positive locking cap.
- 29.2 Fuel cells must be mounted within a steel framework constructed of steel square tubing (1 inch x 1 inch, 0.065 inch minimum).
- 29.3 The framework must attach to the frame rails with a minimum of four (4) one-half (1/2) inch bolts. Framework may be welded to the main frame rails of the car.
- 29.4 Fuel cells must be enclosed in metal container, and must also be protected in rear with roll-cage tubing and securely mounted behind the rear-end.
- 29.5 Fuel cell height 6 inches minimum measured to bottom of cell from ground 4" in front of rear bumper.
- 29.6 No part of fuel cell should be lower than protective tubing.
- 29.7 Fuel cells must be vented out upper left rear corner with a flapper or check valve in the vent tube.
- 29.8 Steel braided fuel lines or lines sealed in pipe or conduit are required.

30 SEATS AND SAFETY EQUIPMENT:

- 30.1** 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.
- 30.2** Aluminum professionally built high back racing seat required. No plastic, etc.
- 30.3** Padded headrest required.
- 30.4** 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.
- 30.5** Seat will not be attached to the floorboard. OK only if floor is minimum .125 steel welded between frame rails.
- 30.6** 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.
- 30.7** Cotton harness components prohibited.
- 30.8** 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.
- 30.9** 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.
- 30.10** 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.
- 30.11** SFI or FIA approved fire suit, gloves, and racing shoes mandatory at all times. Head and neck restraint highly recommended. Neck collar mandatory.
- 30.12** Eye protection is mandatory and must be in proper place at all times.
- 30.13** 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.
- 30.14** Two (2) drive line straps, 1" x 1/8" required. Mounting to be within 6" of the U-Joints.
- 30.15** 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.
- 30.16** Car and driver will be required to make safety rule violations comply PRIOR to any on track activity.

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.

1. BODY DETAILS:

<u>LETTER</u>	<u>MAX.</u>	<u>MIN.</u>
A.	N/A	108"
B.	38"	28"
C.	45"	34"
D.	120"	106"
E.*	72"	OR Past Back of Block
F.	27"	22"
G.**	52"	42"
H.	18"	12" Vert. Opening
I.	66"	53"
J.	50"	44"
K.	56"	41"

L. Left rear tire must be partially outside body and nerf bar and visible from front, rear and top.

M. Drivers compartment must be totally sealed from engine and race track.

N.*** 8" Min/90 Degree Angle

O. 20" 16" From ground to center of bumper.

X. Must have gradual slope from roof to this point.

Y. 4" Max interior slope front to rear. See 'Z' on car.

Z. Interior slope is 4" front to rear and flat across. If you stay flat the front half of the interior you have used up 50% of your 4" so then from behind driver to rear you may use only 2". Also the top of the interior must be flush with the top of door and quarter panels. An optional escape hatch right side may be used by bringing the metal from top of right door down drivers compartment no higher than 12" from floor pan. Front and rear hatch must be 90 degree angle to interior.

2. DIAGRAM:

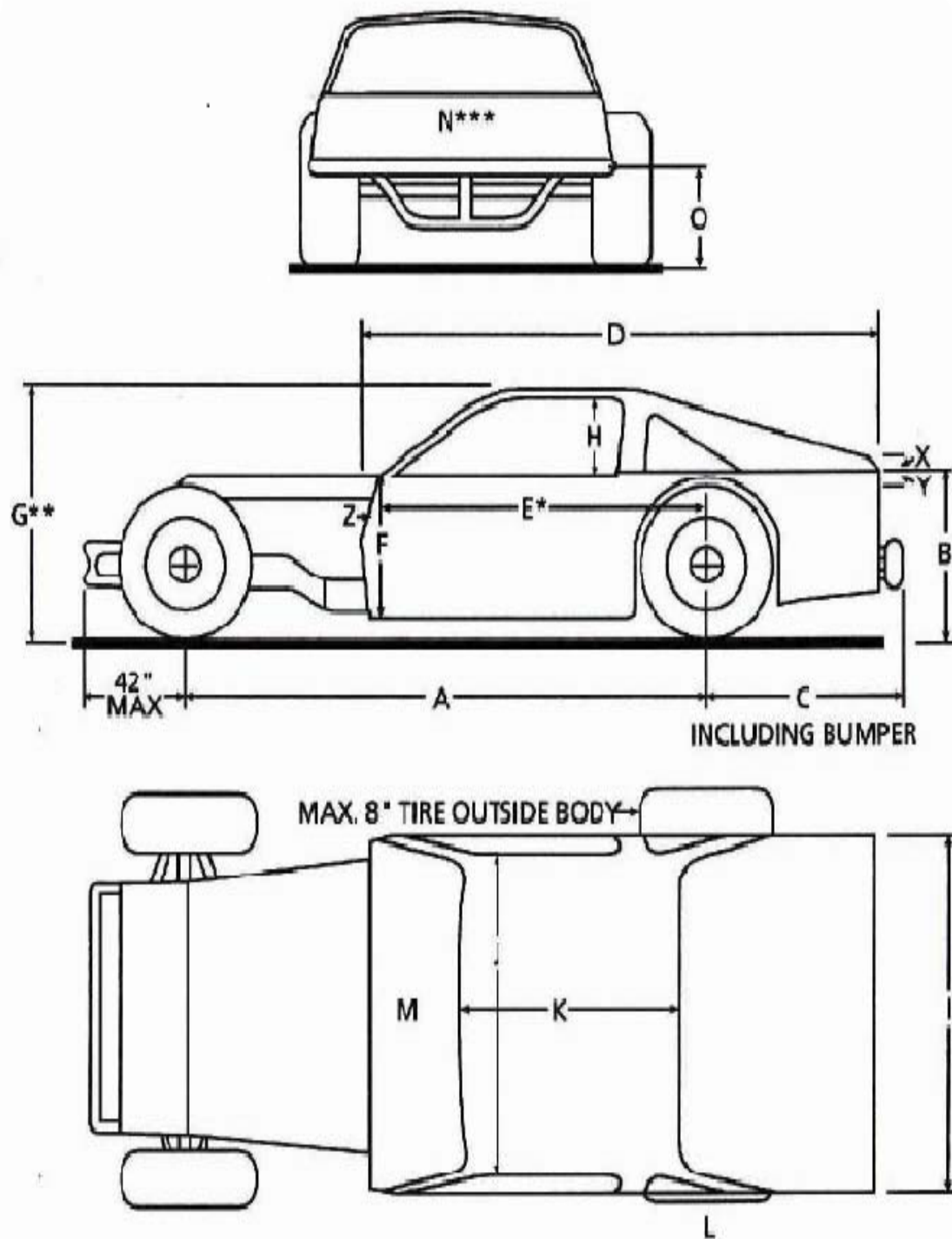
* = Right Side. Left side may extend forward to cover foot box.

** = Roof Rake using four foot level. Must have less than 2" clearance at rear of roof and 5" at front.

*** = Rear panel must be solid and attach to deck and extend to quarter panels and be securely fastened.

- Lexan may be used in 1/4" windows ONLY!

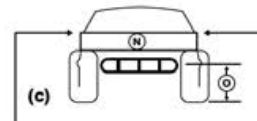
3. BODY MOUNTING:



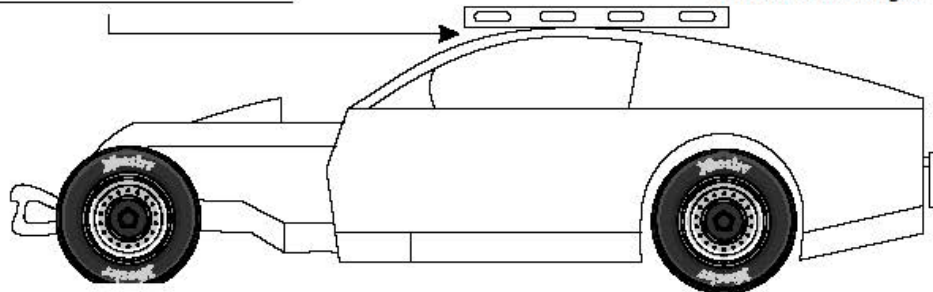
4. Lucas Oil Modified Body Rules

A MODIFIED BODY DIMENSIONS

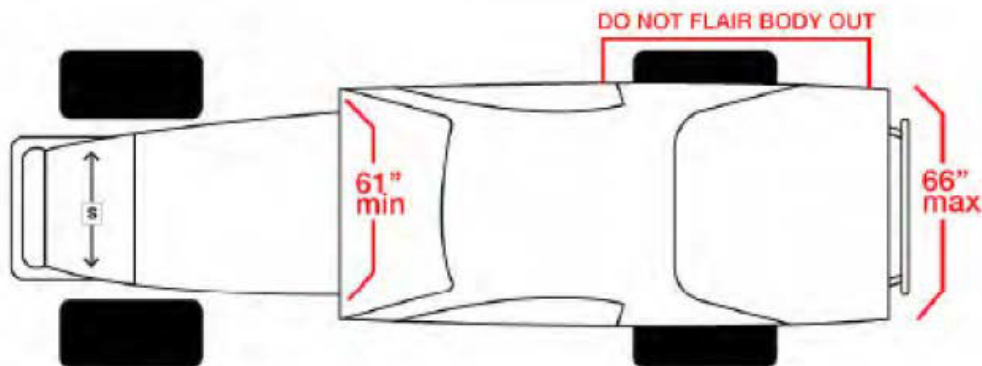
**ROOF RAKE: 5" MAX
HIGHEST POINT TO 2" BACK
OF FRONT WINDSHIELD.**



Rear quarter panel cannot be over 2" different left to right.

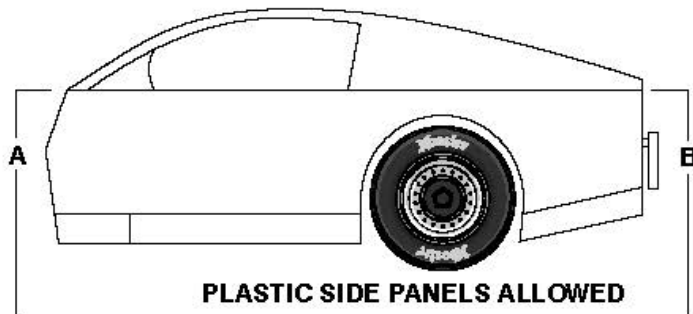


- S: 45½" WIDE MAXIMUM BRAKE
AIRDUCTS ALLOWED



**THE BODY MAY NOT GO
PAST THE REAR BUMPER.
THE FRONT NOSE MAY GO
PAST THE BUMPER 3" MAX.**

**FRONT OF DOOR TO REAR OF
QUARTER PANEL 5" MAXIMUM
A TO B**



PLASTIC SIDE PANELS ALLOWED

**Rear quarter panel cannot be over 2" different left to right in total height.
No flat or concave roofs.
Sail panels must be the same on both sides of the body and in the same location.**

MODIFIED BODY DIMENSIONS

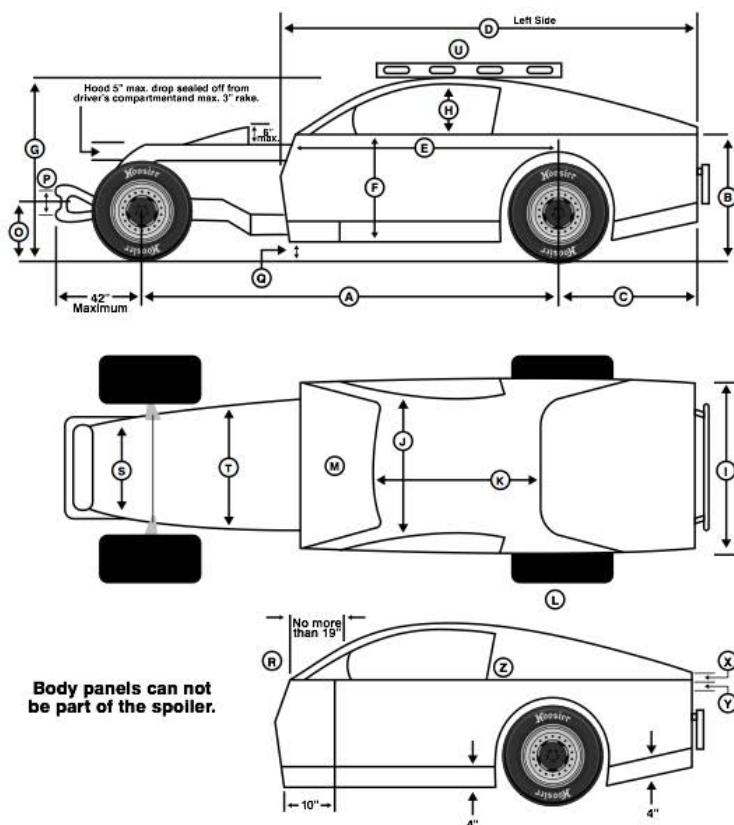


	MAX.	MIN.
A	-	108"
B	38"	28"
C	48"	34"
D	120"	106"
*E	72"	Or not past back of block
F	31"	22"
G	54"	42"
H	18"	12" opening, both sides.
I	66"	61"
J	52"	44"
K	56"	41"

* Right side; left side may extend forward to cover foot box

	MAX.	MIN.
L	Tire 1 inch outside of body	
M	Drivers windshield must be sealed from engine compartment.	
N	8" Sailpanel	
O	20"	16" (ground to center of bumpers, front and rear)
P	-	6.5" (center to center)
Q	-	3.5" Frame
R	19"	Must be same on both sides.
S	-	45.5" nose must be flat and flush with sides.
T	-	24" must cover radiator.
U	Using a level and/or straightedge, must have between 1/2" and 2" clearance at rear of roof, 1/2" to 5" at front.	

	MAX.	MIN.
X	Two inch maximum at rear of car. Must have gradual slope from roof to this point.	
Y	5" maximum interior slope from front to rear.	
Z	Interior slope is 6" max. front to rear and flat across. If flat at front half of interior you have used up 50% of your 5" so from behind the driver to rear you may only have 3". Top of interior must be flush with top of door and quarter panels. Optional escape hatch from driver to passenger door allowed.	



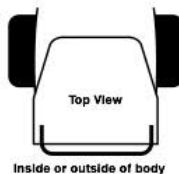
EXAMPLES

Sail panels must be the same on both side of body plus or minus 2"



Rear bumper must be capped, with no sharp edges, and bent forward on the ends at a 90 degree angle.

Fuel cell must be protected from bumper down to bottom cell.



Rear quarter panel cannot be over 2" different left to right.