



13th Annual Chilly Willy Super Late Model - 150 Laps

SLM \$20,000 to Win / \$1,500 to Start

Track: Tucson Speedway
Promoter: John Lashley

Track Address: 11955 S. Harrison Road
Tucson, AZ 85747

Race Dates: January 15-18, 2026

Divisions: Super Late Models & Legends

NASCAR & Track Points for SLM & INEX National & Track Points for Legends

150 Lap Super Late Model Feature \$20,000 to Win / \$1,500 to Start (minimum of 20 cars)
50 Lap Legend Pro/Master Feature \$ 1,000 to Win / \$125 to Start (minimum of 15 cars)
50 Lap Legend Semi Pro/Young Lion Feature \$ 750 to Win / \$ 75 to Start (minimum of 15 cars)

PRELIMINARY SCHEDULE (Subject to Change)

Wednesday, January 14 th	8:30am	Track will open for Early Entrants, Motor Homes and Campers.
Thursday, January 15 th	9:00am	Registration/Pit Gates Open
	10:00am	Tech and Tire Barn Opens
	1:00pm	Optional Drivers Meeting (Intended for New Drivers to the Track)
	1:30pm – 5:30pm	Practice Day - \$200 per car (includes up to 8 crew)
Friday, January 16 th	8:00am	Registration/Pit Gates Open (NASCAR Driver Memberships Required)
	8:30am – 3:00pm	Tech Open
	8:30am – close	Tire Barn Open
	10:00am	Mandatory Drivers & Spotters Meeting
	11:00am – 3:00pm	Scheduled Practice
Front Gate opens 4:00 pm	4:00pm	Qualifying - Super Late Models / Legends/ Pro Late Models
	5:55pm	Opening Ceremonies
	6:00pm	50 Lap Super Late Feature(s) / 25 Lap Legend Feature(s) / Pro Late Model (LCQ) (Bon Fire & Chilly feed after racing concludes)
Saturday, January 17 th	8:00am	Registration/Pit Gates Open
	8:30am – 1:00pm	Tech Open
	8:30am – close	Tire Barn Open
	9:00am	Mandatory Drivers & Spotters Meeting
	10:00am – 12:00pm	Scheduled Practice
Front Gate opens 1:00 pm	1:00pm	Qualifying – Super Late Models: Top 3 qualifiers -\$250 / \$150 / \$100 Top 2 Super Late Models are locked into Chilly Willy 150
	1:55pm	Qualifying – Legends
	2:00pm	Opening Ceremonies
	4:00pm	Heat Races & Main Events – Legends SLM Qualifying Duals (50 Laps): \$1200 to Win / \$250 to start Top 10 from each qualifying main will advance to Chilly Willy 150 CARS TOUR WEST Pro Late Model (125 laps)
Sunday, January 18 th	8:30am	Registration/Pit Gates Open
	9:30am – 1:00pm	Tech Open
	9:30am – close	Tire Barn Open
	10:30am	Mandatory Drivers & Spotters Meeting
	11:30am – 12:30pm	Scheduled Practice (All classes for the event)
Front Gate opens 12:00 pm	12:55pm	Opening Ceremonies
	1:00pm	Super Late Model Last Chance Qualifier: (Top 6 from Last Chance Qualifier Advance to Chilly Willy 150) Legends Main Events (50 Laps) Intermission Super Late Models Chilly Willy 150

HOOSIER TIRE ALLOTMENT FOR CHILLY WILLY 150

Super Late Model: The maximum tire allotment available for this event is as follows: Maximum **eighteen (18) NEW** Hoosier 10" **ST1*/ST3*** tires. 4 additional practice tires are allowed for Thursday practice. Sunday's race set (6 tires) will be impounded. All other tires purchased will be recorded. Practice tires from previous events may be used. All Cars must start the Chilly Willy 150 on the four (4) NEW tires they qualify on. Competitors may choose to race qualifying duals and B & C features on other Hoosier **ST1*/ST3*** tires (purchased from Tucson Speedway), but must race the A-Feature on their qualifying tires. **At (or around) lap 75 there will be a competition yellow and you will be able to change (2) tires and add fuel. After lap 75 no fuel can be added and a tire must be flat if changed or you will be penalized 1 lap.** Flat tires can only be changed if left is 10 lbs or right is 18 lbs or less during the main event. **Only tires from your qualifying race can be used for flat replacement.** Tire selection based on date and time registration is postmarked or received by e-mail.

STARTING POSITIONS AND STARTING POSITION PROCEDURES – CHILLY WILLY 150

Top 2 (Saturday) qualifying times will be locked into the Chilly Willy 150 and will determine the front row of the Chilly Willy 150 – they may race the Qualifying Mains if they choose. Qualifiers 3 and higher will race in qualifying mains on Saturday to determine starting positions for the main event(s). Top 10 finishers of both qualifying events are locked into the Chilly Willy. Lineups for qualifying main races will be based off odd/even qualifying times. The Qualifying Main Events will be 50 laps. **The Chilly Willy 150 field will consist of 32 or less starting positions; including 4 promoters choice positions.**

SPECIAL RULES/ELIGIBILITY REQUIREMENTS

Competition Rules and Car Eligibility

- This event will be run in accordance with Tucson Speedway rules, the provisions of this entry form and rules applicable to this event and any amendment(s) made prior to the race date.
- All cars must pass inspection before entering the track for practice and qualifying.
- Radios and spotters are required for this event (spotters should monitor race control).
- ALL cars will be required to have a transponder when on track at all times, including practice. If you do not have a transponder you will not practice, qualify or race. You can purchase or rent transponders from Tucson Speedway. Transponders will be located 13' 6" or 162 inches back from the leading edge of the nose of the car and mounted on the right rear of car.

Bodies

- Bodies must be fiberglass or aluminum; all bodies must maintain original dimensions. The body must be installed per ABC Body rules. No exotic wedge type or homemade bodies allowed. Five Star Gen 6 Body is allowed w/wide spoiler.
- All body's may be measured.
- No ride height rule but must fit referee.
- No under car panning outside of frame rails and no further than the drivers' box front or rear. 29" maximum radiator box.
- **Tape may not be used anywhere on the car to control the flow of air or seal/secure seams between body panels (unless approved for repairs).** The only exception is that tape may be used on the radiator grill opening and brake ducts in the nose. Window tint of any kind will not be allowed on windows or spoiler.
- **Spoilers not to exceed 6-1/2 inches in height and 60 inches in total length. May be attached to trailing wedge of trunk lid only, no side air dams allowed. Must be centered on rear within 1 inch.**

Tires and Wheels (Super Late Model)

- Hoosier **ST1*/ST3*** is the only tire permitted. **ST1*** on left and **ST3*** on right. Soaking, softening, or otherwise altering the composition of tires is not permitted. Tires may be replaced after practice. Cars must start the Chilly Willy 150 on the same tires on which they qualified. Only steel wheels with a maximum width of 10" are permitted.
- **All race tires will be impounded.**
- No bleeder valves allowed.
- Blowers and/or ductwork for the purpose of cooling tires are prohibited. Brake Blowers are allowed.
- **Bring open wheels (no tires) to the tire barn for mounting.**

Track Width/Wheel Base

- Maximum track width permitted is 67", front or rear; measured at spindle height on the inside wheel bead of the right wheel and at the outside wheel bead of the left wheel.

- Minimum wheel base of 101". All wheelbase measurements will adhere to the 1/2 "plus or minus on the opposite side.
- Rear end must be mounted with solid tube, including top link (no torque arms, no rubber bushings, no moving devices, etc.).
- **No electric or compressed air at any suspension point.**

Engine and Weight Rules

**** Cars that have not passed Tucson Speedway technical inspection should bring two 25 lb. weights. If cars are deemed to be outside the parameters of the competition, tech officials may add 25 lb. of weight at a time to the car, up to a maximum of 50 lbs., and may adjust the left side percentage to insure fair, even competition. Any motor used in qualifying must be used in the heat races and feature race unless there is engine failure and tech officials authorize a replacement motor.**

Weight (all carburetor's must be gauge legal and studs drilled) (Spooled rear-ends will receive a 25 lb weight break **and 25 lbs for 500 cfm 2 barrel** from posted weights below.)

- Tucson Speedway Engine with **750 cfm** carburetor = **2800 lbs**
- GM 604 with **650 cfm** = **2725 lbs 6600 chip**
- FORD 347 w/650 carburetor = **2750 lbs 6600 chip**
- **Rebuilt 604/347 CARS Tour 604 with 650 cfm = 2750 lbs 6600 chip**
- LM425 w/650 carburetor = **2800 lbs 6600 chip**
- Wegner 6.2 Sealed Engine w/**750 carb** = **2800 lbs 8000 chip**
- Brodix Spec Heads (up to 360 c.i.d.) = **2800 lbs 750 cfm**
- S.E.A.L. Engine Program McGunegill, Hamner, **PME** Progressive = **2800 lbs – 7600 chip 750 cfm** Any tampering of seals or established construction of these engines is grounds for immediate disqualification. Holley 750 CFM P/N 4779 or 80528 must be gauge legal. The carburetor and any carburetor components including boosters, throttle plates, throttle shafts, throttle bodies, metering blocks, etc. must remain stock in appearance and match all factory dimensions. Only Holley replacement and/or service parts will be permitted in carburetor rework. Must pass all Box Stock Gauges. Ignition System Specifications: **7600** Maximum Rev Limit. Crank trigger pickups not permitted. Engines may be inspected during post-race technical inspection.
- Southern Super Parts Engine (SSPE) = **2800 lbs 750 cfm** – Per SRL 2023 Rules the maximum racer cost of this engine is capped at \$24,000 and as a result may be claimed for \$24,000. Maximum displacement is 362 ci. Maximum compression ratio 11.5:1 with +.5 tolerance. Maximum **7800 RPM** Rev Limiter must be fully functional. Any flat top piston with 927 wrist pin (no titanium) and minimum ring thickness 1mm x 1mmx 2mm only. Pistons must not extend out of the top of engine block. Cast iron engine blocks only. No lightened blocks. Intake must remain stock. Absolutely no match porting or blasting of any kind permitted. Slotting of bolt holes, water lines and matching of sides allowed. Ford Part #: Edelbrock 2928, 2929 or 2934 only. Chevy Part #: Edelbrock 2814 and 2892 only. Crankshaft must have a minimum weight of 40 lbs (with front timing pulley or sprocket). Minimum main size Chevy 2.300/ Ford 2.250. Connecting rods: Minimum rod journal size 1.850". Absolutely no piston-guided rods permitted. No titanium rods permitted. Minimum rod weight 540 grams. Listed Brodix Cylinder Heads only. Heads may be surfaced to achieve proper compression ratio. Absolutely no other work of any kind will be permitted to the intake ports, exhaust ports or combustion chambers. Ford Part #: SP STS T-1 F STD 225-SSPE. Must retain minimum valve angle of 20°. Chevy Part #: SP STS T-1 STD 227-SSPE. Must retain minimum valve angle of 21°. Multi-angle valve job permitted. Absolutely no blending of valve job below valve seat permitted. Chamber must retain shape 3/8" above valve seat. Minimal blending due to multi-valve jobs permitted. Maximum valve size: Intake 2.08", Exhaust 1.60", Stem size 11/32". Intake valve may be titanium or stainless steel. Exhaust must be stainless steel. No titanium valve springs permitted. Titanium retainers permitted. Lock angles not specified. Starting in 2024 no valve springs less than a minimum OD of 1.500. SSPE spec Camshaft must be Competition Cam Part #21151712. Camshaft must be installed on 104° intake centerline +/- 1°. Roller lifters maximum lift of .715" while using 1.6 rockers checked at valve with zero lash. Maximum 1.6 rocker arm. Magnetic-type push rods only. No keyway guided lifters permitted. Maximum 5 stage dry sump oil pump permitted. All stages must be straight tooth or straight rotor with a maximum rotor of three lobes. Starting June 1, 2023, no high helix pumps permitted. Oil pan must have 1" inspection hole. Absolutely no sectional pans permitted. Open box pans only (No windage tray/scrapers, etc.) Ignition system must mount on the right side of the car out of reach of the driver. Absolutely no crank trigger pickups permitted. Carburetor must be an unaltered 750 CFM 4779, 80528 Holley. Carburetor must pass inspection at any time.
- CT 525 Engine = **2800 lbs 650 cfm** – (15 lbs of weight mounted forward of bellhousing on right side frame rail and 15 lbs must be mounted forward of bellhousing on left side frame rail, up high as possible.) Engine must meet all specifications of the CT 525 P/N 88958759 technical manual second edition. Ignition system P/N 19171130 is mandatory and will be limited to **7000 rpm**. The ignition box may not use a chip. Timing limited to 28 degrees. All other requirements for ignition systems currently in rule book will be enforced. Be prepared to remove your ignition box. Boxes may be swapped with a competitor's box or a box provided by the track at any time. Laptops are not allowed to be connected to boxes while in Tucson Speedway Technical Inspection Area without an official present. Laptops or laptop wiring may not be in any portion of the drivers' compartment while in TS tech area unless an official is present. Tucson Speedway

Technical Inspection Officials will install the curve and maximum RPM. Tucson Speedway can make changes to these rules at any time to make competition fair.

- Any other Engine option = **2875 lbs**
- **Left-side weight may not exceed 58% at all times.** Tucson Speedway scales will be the only method for determining a car's weight.
- Tucson Speedway Engine **750 cfm** (approved by officials) See Tucson Speedway Rules for specifications.
- LVMS Spec Engine = 2775 lbs – See LVMS SPEEDWAY RULES for specs.
- **USLMA engine = 2800 lbs and 58% maximum left side weight and maximum track width of 66 inches.**
- Non-Spec Engines and Miscellaneous:
 - Engine rules are established based on the use of a wet sump oiling system; the use of an external oil pump is permitted.
 - Dry-sump systems are permitted on all non-spec engines. An accusump-type auxiliary oil reservoir is permitted.
 - LVMS Open motor cars using the Aluminum Brodix Spec head and open carburetor; weight is **2875 lbs**.
 - For any other engine configuration, Tucson Speedway will determine weight and left side percentage at any time.
 - Factory GM Crate engine must be from factory, untouched, unopened and sealed with Data Sheet matching serial numbers. GM 604 Must have GM 6 3/4" harmonic balancer, part# 12551537 or the GM harmonic balancer that comes with the crate engine. The use of GM Valve Springs part# 12551483 and 1.5 ratio rocker arm part# 12367345 is mandatory. The 6.5 aftermarket oil pans are allowed. 6600 rpm chip.
 - Performance air filter and housing permitted but must not protrude through the hood. No tubes, funnels or any device which may control the air flow are permitted inside or outside of the air cleaner or between the air cleaner and the carburetor. Cold air boxes are permitted.
 - No operator controlled, computer controlled, or automatic weight transfer, weight shifting devices or techniques will be allowed. No engine, chassis, or shock adjustments are allowed from the driver's compartment. (Compartment is defined as anything the driver can touch while seated in the driving position).
 - Engines must be located so that the forward most spark plug hole is within 2" of the center line of the upper ball joints.
 - Ford & Chrysler engines are allowed a 3 inch setback.
 - Firing order of engine must maintain OEM firing order and rotation.
 - Crankshaft must be centered within 1" of the vehicle's frame rails.
 - Minimum clearance between the center of the crankshaft and the ground must be 10".
 - Tucson Speedway officials reserve the right to adjust those weight advantages/penalties in the interest of fair competition.

Carburetor / Intakes

- Intake Manifold: Standard open-plenum mass produced/readily available intake manifold with (1" maximum) port matching permitted on intake runners. No additional flow improvement work or drilling allowed.
- An approved one piece carburetor adapter/spacer with a minimum of 1.000" inch thickness may be installed between the intake manifold and the carburetor.
- Any Holley carburetor is permitted with a maximum base plate hole diameter of 1-11/16" / 1.680".
- The carburetor for the Factory Sealed 604 Crate motor must be a 650 CFM that is gauge legal.
- CT525 Engine may run a stock 650 or gauge legal carburetor.
- S.E.A.L. Engine Program McGunegill, Hamner, Progressive must run 750 CFM 4779, 80528 Holley, gauge legal.
- SSPE must run a 750 CFM 4779, 80528 Holley gauge legal carburetor. Maximum 1" carburetor spacer permitted on Ford Motor only. Maximum 1/2" carburetor spacer permitted on Chevrolet Motor only.
- Holley 4412 (model #3250), 2 barrel carburetor is 25 lbs. weight break must meet carburetor gauges.
- **All applications no bigger than 750 cfm.**

Fuel

- All cars must use Tucson Speedway fuel; fuel must be purchased from Tucson Speedway fuel station.
- No additives of any kind; fuel may be tested at any time throughout the event.
- 110 TORCO Race Fuel is available for purchase at the track for \$12.00 per gallon or pre order your 55 gallon barrel for \$630.00.
 - Note: Please let us know how many gallons you will be using so we can ensure adequate quantity on hand.

Pit Area Parking & Rules

- Pit area parking will be assigned; pre-registered participants can park early on Thursday, **January 14, 2026**.
- **A dry camping area will be set up for RV's at the track – Wednesday thru Sunday – NO CHARGE.**
- Trailers may be left in the pit area overnight. The pit area will be secured each night of the event.

- Pit area speed limit is **5 mph** for **ALL vehicles**.
- One tow vehicle is allowed in the pit area, all additional vehicles must be parked outside the pit area.
- All minors must have a signed minor's release, and pay for pit entry prior to entering the pit area.

Technical Inspection

- All cars must go through technical inspection prior to going on to the track for practice. Engine displacement and vehicle weight will be recorded. The vehicle must adhere to the specifications.
- Once you have completed the initial tech inspection, you will not be required to go through tech until prior to qualifying and prior to the features. All cars are subject to technical inspection before and/or after qualifying and racing.
- Scales will be set up all weekend for your use in reaching your proper weight for the event and will be monitored by track officials.
- Mandatory pump and whistle required for all engines PRIOR to Saturday qualifying. A schedule will be prepared and you must present your car at your scheduled time.
- Traction Control Devices are not permitted; 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.
- No Data Acquisition equipment/wiring is allowed in the car on officially recognized race or practice days.
- Cellphones, smart watches or Bluetooth devices will not be allowed in racecar at any time during qualifying or race, this is an automatic disqualification.

Any questions regarding rules or race procedures should be directed to:

Race Director – Tim Rominger – 520-248-0582 or competition@tucsonspeedwayaz.com

General Manager – Shelly McGriff – 520-603-8751 or shellymcgriff@aol.com

CARS TOUR WEST – Series Director – Chris Wright – 704-886-7058 or cwright@kevinharvickinc.com

Tow Money Policy: There will be no tow/travel money paid for this event.

Team Crew Chief: _____ Team Spotter: _____

Purse Winnings Payable To: _____ (a W-9 form must be filled out)

Sponsors: _____

_____(Pre-entry **MUST** be received by Tucson Speedway no later than **January 6th, 2026**)

<u>Super Late Model:</u>	<input type="checkbox"/> Pre-Entry Fee (Car & Driver – Friday) - \$125.00	<input type="checkbox"/> Regular Gate Fee (Car & Driver – Friday) - \$175.00
	<input type="checkbox"/> Pre-Entry Fee (Car & Driver – Sat-Sun) - \$300.00	<input type="checkbox"/> Regular Gate Fee (Car & Driver – Sat-Sun) - \$350.00
	<input type="checkbox"/> Pre-Entry Fee (Car & Driver – 3 days) - \$375.00	<input type="checkbox"/> Regular Gate Fee (Car & Driver – 3 days) - \$425.00
<u>Legends:</u>	<input type="checkbox"/> Pre-Entry Fee (Car & Driver – 3 days) - \$150.00	<input type="checkbox"/> Regular Entry Fee (Car & Driver – 3 days) - \$200.00
<u>Crew:</u>	<input type="checkbox"/> Pre-Entry Crew Pass (2 days) - \$ 60.00	<input type="checkbox"/> Regular Crew Pass (2 days) - \$ 80.00
	<input type="checkbox"/> Pre-Entry Crew Pass (3 days) - \$ 90.00 (this covers crew members for all classes)	<input type="checkbox"/> Regular Crew Pass (3 days) - \$120.00
<u>Kids:</u>	<input type="checkbox"/> (10 and under) \$10.00 each day, \$20.00 (2 days), \$30.00 (3 days)	

THURSDAY ONLY – PRACTICE DAY: **\$200 per car** (includes up to 8 people) Pre-registered for both Turkey Shoot & Chilly Willy and already paid \$500 entry**110 Fuel:** **\$12 per gal / \$630 Barrel Fuel**

Estimated Gallons of fuel: _____

Names for Prepaid Pit Pass

Total Amount Due for Pre-Registration \$ _____ + 3.5% Credit Card Fee

1. _____
 2. _____
 3. _____
 4. _____
 5. _____
 6. _____
 7. _____
 8: _____

Total Amount to be Paid: _____

Payment via: Check Visa MasterCard American Express

Card Number: _____ Expiration Date: _____

Name on Card: _____ Security Code: _____

Card Billing Address : _____ City: _____ State: _____ Zip: _____

E-mail for Receipt: _____

Signature: _____ Date: _____

HOST HOTEL: HILTON GARDEN INN – TUCSON AIRPORT – 520-741-0505 – Say you are with Tucson Speedway.