



2026 JR Late Model Rules

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

This is a 9-race series in 2026. The JR Late Models series is something Tucson Speedway supports. It is a great class for youngsters to hone their skills in and is a car they can move up in throughout their teenage years.

1. REQUIREMENTS

- 1.1 Drivers must have prior racing experience, and each driver must present a racing resume for approval.
- 1.2 Drivers must be no younger than 10 years and no older than 16 years of age and must produce a copy of the drivers' birth certificate. Drivers who turn 16 during the current season are eligible to continue racing for the remainder of that season.
- 1.3 The Parent or Legal Guardian of the driver must sign the minors release form.

2. BODY & CHASSIS REQUIREMENTS

- 2.1 Any traditional late model type perimeter or straight rail chassis is allowed.
- 2.2 Body must be a factory stock Five Star or AR pavement style body. Body must be mounted in a stock manner as it was intended by the manufacturer. No extra panels may be used to extend the body in any way.
- 2.3 Hood must cover the air cleaner with no holes other than a small opening at the windshield for air to the carburetor.
- 2.4 Maximum quarter panel height is 34.5"
- 2.5 Complete rear bumper cover must be used with no holes drilled in it. No extra material may be removed from the rear bumper cover.
- 2.6 Rear spoiler must be mounted in the stock location. Rear spoiler may be no wider than 60" and no taller than 6-1/2". Spoiler must be centered on the rear bumper cover and may not offset in any direction. There may be NO forward support of any kind. No boxed ends or runners allowed. No gurney lip, or any type of wicker bill on the upper edge of the spoiler.
- 2.7 It is mandatory the Upper two-thirds of the spoiler and the rear window of the car be made of "clear" lexan to enable other drivers to see through them.
- 2.8 No under body air deflectors or wings of any kind.
- 2.9 Teams are allowed to mount two 1/2" tall roof rails running front to rear on the roof of the car, but these rails are not allowed to extend down the rear window or onto the deck lid.
- 2.10 No passenger windows are allowed. Maximum for the vent window along the top of the door will be 12" and must go 90 degrees from the top of the door up to the A-post.
- 2.11 No fans, ducts or hoses to the rear brakes. No holes or hoses are allowed through the interior sheet metal.
- 2.12 Ride Height Rule – All cars must be able to get on and off the inspection scales without the use of any extra ramps or boards and the car must not drag on the scales. If your cars drags on the scales you will not pass tech and will be forced to return to your pit area for corrections.

3. ROLL CAGE

- 3.1 Roll cage must be constructed of 1-3/4" o.d. x .090 round tubing.
- 3.2 The main frame and bolt on clips from the radiator area to behind the fuel cell must be made of steel.
- 3.3 Main frame must be a minimum 2" x 3" rectangular steel.

- 3.4 Minimum six-point roll cage, with a minimum of (3) three door bars on the left side and (2) two on the right side. If the roll cage is bolted to the floor pan, a 6" inch x 6" inch x 1/4" inch steel plate must be bolted to the top and bottom of the floor pan to weld roll bars to. Angled rear supports may extend into trunk area.
- 3.5 Driver's side door bars are required to be plated with steel plate minimum .125" inch thickness. .125" inch steel plates welded into the door bar gaps is also an approved method.
- 3.6 Any areas of the roll cage that may come in contact with driver must be padded using dense foam padding specifically manufactured for use as racing roll bar padding.
- 3.7 The roll cage, mounting, construction, welding, padding, etc., must be acceptable to Tech Officials.

4. WEIGHT, WHEELBASE, WIDTH

- 4.1 602 GM Crate Motor minimum weight is 2825 lbs w/4bbl for perimeter chassis – 60% maximum left side weight.
- 4.2 602 GM Crate Motor minimum weight is 2875 lbs w/4bbl for straight rail chassis – 60% maximum left side weight.
- 4.3 602 OPEN Motor minimum weight is 2950 lbs w/4bbl for perimeter chassis – 58% maximum left side weight.
- 4.4 602 OPEN Motor minimum weight is 3000 lbs w/4bbl for straight rail chassis – 58% maximum left side weight.
- 4.5 All weights are for car and driver on TUCSON SPEEDWAY scales.
- 4.6 Your declared weight must be posted on the top right side of the windshield pillar.
- 4.7 Management reserves the right to make adjustments in total car weight to keep proper balance in competition.
- 4.8 Minimum wheelbase 101", rear wheel drive cars only.
- 4.9 All cars will not exceed 79" track width. It will be measured from the bulge outside to outside of the front tires and the spindle height.

5. BALLAST WEIGHT

- 5.1 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 the car number clearly visible on each piece, and must be securely attached with a minimum of two (2) 1/2" inch grade 5 minimum bolts with lock nuts.
- 5.2 No pellets or tungsten allowed.
- 5.3 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.

6. SUSPENSION

- 6.1 Any steel shock, all external parts must be steel not to exceed \$150 per shock. Non-rebuildable shocks only. Aluminum rod end on the shaft end is ok and an aluminum thread in body cap on one shaft end is ok.
- 6.2 One shock per wheel.
- 6.3 No remote adjusters or reservoirs of any kind may be used on a shock.
- 6.4 Aluminum shocks are approved with a 25 lb weight penalty.
- 6.5 No 5th coil, torque arm or lift bar suspensions will be permitted.
- 6.6 No bird cages of any kind (3 or 4 link).
- 6.7 Trailing arms must mount to the rear end and chassis in a solid manner (heim allowed).
- 6.8 No springs, sliders, rubber biscuits allowed on any of the rear trailing arms.
- 6.9 Truck arm suspensions will be approved on a race-by-race basis.
- 6.10 Any non-traditional rear suspension layouts will be approved on a race-by-race basis.
- 6.11 No independent rear suspension.
- 6.12 All stock type steering box cars with stock type lower a-arms (cars without rack and pinion) with 5" or bigger diameter springs on the front suspension will receive a 40 lb weight break off all engine and chassis combinations.

7. STEERING COMPONENTS

- 7.1 A quick release steering wheel is recommended.
- 7.2 Tilt columns are not allowed. Steering column must be collapsible. Two U-Joints are acceptable.
- 7.3 Center-top of steering wheel must be padded with at least two (2") inches of resilient material.
- 7.4 Aftermarket performance type power steering pump is permitted.
- 7.5 Steering quickener is permitted.

8. BRAKES

- 8.1 Four wheel brakes mandatory.
- 8.2 Brakes must be functional at each wheel during competition.

9. WHEELS

- 9.1 Steel racing wheels mandatory, maximum eight (8") inches wide, fifteen (15") inches diameter.
- 9.2 No air bleeders permitted.
- 9.3 Wheel spacer's optional.
- 9.4 No wheel weights are allowed.

10. TIRES (Hoosier F70 – 8" Slick)

- 10.1 All competition tires must be purchased from Tucson Speedway. The track specified tire for the 2026 season is the 8" Hoosier F70 Slick. No shaving, grinding, cutting, softening, conditioning, siping, or grooving of tires allowed.
- 10.2 The "Tire limitation rule" is to lower the costs associated with racing by limiting the amount of tires any competitor may purchase. The tire limitation rule is only in effect for the tires that are eligible to race on, not practice on.
- 10.3 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.
- 10.4 For each race day, each competitor will be allowed to record tires as permitted by the tire schedule, however they must race the same 4 tires for 2 race weekends in a row. During special events, tire allotment may be adjusted.
- 10.5 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.
- 10.6 Each tire will be scanned, logged and recorded by tire officials.
- 10.7 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.
- 10.8 If you flatten or damage tires in an accident 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. Used tires must have been purchased from Tucson Speedway.
- 10.9 There will be no banking of tires.
- 10.10 The tires you qualify on must be ran for the heat and main events that evening.
- 10.11 No swapping of tires with other teams.

11. DRIVE TRAIN

- 11.1 No carbon fiber drive shafts, yokes or slip yokes are allowed.
- 11.2 Driveshaft must be painted white and have a minimum of one, 2 inch wide x ¼" thick 360 degree brackets placed around the drive shaft and fastened to the floor or cross member preventing the shaft from being dislodged and dropping onto the racing surface or entering the drivers compartment.
- 11.3 Recommended 2 driveshaft hoops.
- 11.4 Spooled rear ends required.
- 11.5 No Hightower transmission, Top Loader transmission, no close ration 3 and 4 gears, no light rotating parts.
- 11.6 No shifting allowed OEM style transmission, Falcon 2-speed transmission, 2-speed Brinn transmission allowed. \$3500 maximum retail price.

12. EXHAUST

- 12.1 Exhaust can cost no more than \$450.00 maximum retail.

13. ENGINE COOLING SYSTEM

- 13.1 Absolutely no antifreeze (ethylene glycol) allowed. Water Wetter or like additives permitted.

14. GENERAL ENGINE, CARBURETOR, CAR ELECTRICAL SYSTEM

- 14.1 Any cast iron block wet sump engine allowed. The only rule on the open engine is it must be a wet sump engine with only a single 4bbl carburetor.
- 14.2 Maximum RPM for the 602 crate engine or open engine is 6000. Cars must run a 6000 RPM chip and must run MSD 6467 ignition box and coil MSD 8207 and wire harness **MSD ?**
- 14.3 602 engines must remain OEM from factory and can be either GM factory break off bolt seals or new GM factory style seals.
- 14.4 All crate engines may be removed for inspection at any time after an event, especially if the old style break off bolt seals.
- 14.5 The engine set-back rule is 2" back for all open engines (the center of the forward most spark plug hole to the center of the upper ball joint on the same side).
- 14.6 Maximum engine set-back for the 602 crate engine is 6" measured the same way.
- 14.7 Any single 4bbl carburetor allowed on all engine packages.
- 14.8 The only 4bbl restrictors allowed are the Keyser ½" governor plate part number 100 12600 with the 1.000 inserts/restrictors in them. The part # for the inserts is 100 12600.
- 14.9 The cost of the Keyser Governor plate is roughly \$67.00, and the cost of a set of restrictors is \$30.00. They can be purchased from Keyser Manufacturing (Port City) at 800-472-2464 or from Summit Racing at 800-230-2300.
- 14.10 Only one ignition box is allowed and mounted as far to the right side of the car as possible with the chip facing to the right side. The ignition system equipment must be securely mounted, accessible to tech inspection and out of the driver's reach. All wires to the distributor must be run separately and not be part of a bigger wiring harness. All wiring must be sealed with ho unplugged wires.
- 14.11 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.
- 14.12 All cars must be capable of starting under their own power.
- 14.13 Battery must be held in an approved steel container. Battery must be strapped down inside this container to prevent movement.
- 14.14 All electrical switches must be located within easy reach of the driver. 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.

15. FUEL SPECIFICATIONS

- 15.1 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.
- 15.2 Pump gas may be bought from a gas station.
- 15.3 Icing or cooling of fuel system will not be permitted in the pit or racing areas.
- 15.4 Icing, Freon type chemicals, or refrigerants may not be used in or near the fuel system.
- 15.5 Pressure systems will not be permitted.
- 15.6 Any concealed pressure type containers, feed lines, or actuating mechanisms will not be allowed. Even if inoperable.
- 15.7 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.
- 15.8 No nitrous oxide or additives of any kind allowed.
- 15.9 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.
- 15.10 Fuel is subject to testing at any time.

16. FUEL SYSTEM

- 16.1 The use of a commercially manufactured fuel cell is mandatory. No materials other than standard foam supplied by the fuel cell manufacturer are permitted to make the fuel cell meet the 22 gallon maximum capacity, including filler spout and overflow. Fuel cells with rubber bladders are highly recommended. Must have a positive locking cap or approved dry break and must be vented with a flapper or check valve in the vent tube. rollover valve in the vent line.
- 16.2 It is suggested that fuel cell dimensions be 33 x 17 x 9 inches.
- 16.3 Fuel cell and container must be installed as far forward as possible in trunk compartment with an equal distance between frame rails.
- 16.4 Fuel cell and container must be installed in a recessed steel can and must be secured with two 1" x 1" steel tubing front to back and two side to side and bolted to frame rails.
- 16.5 All fuel lines must be steel braided line or enclosed in suitably marked (painted red) pipe or conduit.
- 16.6 Fuel cell height is 8 inches minimum measured from cell to ground at a 4" ride height.
- 16.7 A reinforcement plate of not less than 1/8 inch magnetic steel must be installed behind the fuel cell. The plate must be welded to cage and must extend the entire width and height of the fuel cell.
- 16.8

17. IDENTIFICATION AND MARKING

- 17.1 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.
- 17.2 Side numbers must be at least 18" inches high and neatly lettered on both sides of the car.
- 17.3 Roof numbers must be at least 24" inches high and readable from the passenger side of the car.
- 17.4 Cars must have 6" tall numbers front and rear.
- 17.5 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.
- 17.6 Driver's full name must be a minimum of 3" inches high on the left and right edge of the roof.
- 17.7 Car owners must register choice of car number with the track management prior to the start of the season.
- 17.8 Management reserves the right to require a competitor to use a different number at any time to avoid duplication.
- 17.9 Contingency sponsor and or Class sponsor decals and or patches must be in place.
- 17.10 Top 4" inches of the windshield is reserved by Management for a division sponsor.

18. RADIOS / COMMUNICATION

- 18.1 Two-way radio for communication with a spotter is mandatory.
- 18.2 Each competitor must have a spotter in the designated location. It is recommended the spotter monitor TUCSON SPEEDWAY race control.
- 18.3 Each car must have spotter during practice sessions.
- 18.4 One car radio, one wiring harness and antenna only.
- 18.5 Spotters must display car # affiliation for spotter official to see.
- 18.6 During the event, start to finish, spotters must be in the designated location any time their car is on the race track.
- 18.7 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.

19. ELECTRONICS

- 19.1 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.
- 19.2 No Data Acquisition equipment/wiring is allowed in the car on officially recognized race or practice days.
- 19.3 No digital dashes will be allowed.
- 19.4 Cellphones, smart watches or bluetooth devices will not allowed in racecar at any time during qualifying or race, this is an automatic disqualification.

20. PERSONAL SAFETY EQUIPMENT

- 20.1 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 installations and usage guidelines and adhere to them.
- 20.2 Aluminum professionally built high back racing seat required. No plastic, etc.
- 20.3 Padded headrest required.
- 20.4 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.
- 20.5 Seat will not be attached to the floorboard. OK only if floor is minimum .125 steel welded between frame rails.
- 20.6 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.
- 20.7 Cotton harness components prohibited.
- 20.8 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.
- 20.9 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.
- 20.10 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.
- 20.11 SFI or FIA approved fire suit, gloves and racing shoes mandatory at all times. Head and neck restraint highly recommended. Neck collar mandatory.
- 20.12 Eye protection is mandatory and must be in proper place at all times.
- 20.13 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.
- 20.14 Two (2) drive line straps, 1" x 1/8" required. Mounting to be within 6" of the U-Joints.
- 20.15 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.
- 20.16 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 reserves 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.

NOTES: We will maintain a tech sheet for each car.