



RACE PROCEDURES

TSRS ALLSTATE TEXAS THUNDER 50

- **RACE ENTRY/GARAGE/PIT PASSES:**
 - TSRS Allstate Texas Thunder 50 Racefest **Entry Fee** - \$200.00.
 - Must be a current Registered TSRS Driver/Car Owner.
 - TSRS **does** offer a **non-registered opportunity** for those not running the entire season with TSRS (*no more than three events per season*)
 - **Non TSRS Registered Drivers** will not be awarded points.
 - Non-Registered – additional \$50.00 per race car.
 - **Garage/Pit Passes – Advance Purchase** - \$50.00 per person (all ages)
 - Fees must be paid prior to **March 10, 2009**.
 - Make checks payable to MAN Racing Promotions LLC.
 - No cars can enter the track prior to checking in at the TSRS Tech/Office trailer.
 - No refunds of entry fees will be made.
 - If a Driver/Car Owner pays an entry fee and is unable to attend:
 - The fee will be credited to the next TSRS race event.
 - The Driver/Car Owner must communicate this inability to race to the Race Director/or Asst. Race Director **prior to race day**.
 - If a registered Driver is unable to race at anytime during the race weekend and has already taken his car out on the track during the weekend, no entry fee will be returned or credited.
 - This includes testing, tuning or attempting to qualify on Friday.
- **RACEDAY GARAGE/PIT AREA ENTRY:**
 - **IMPORTANT:** The deadline to submit the Allstate Texas Thunder 50 Racefest Entry Form is **March 10, 2009**.
 - This form must include the **number** of prepaid garage/pit passes (names are NOT required), along with a cashiers check, check (w/driver's license and date of birth of person signing the check) or money order.
 - The deadline date is March 10, 2009 – **NO EXCEPTIONS!**

- Advance purchase of garage/pit passes for the **two-day event** will be available at \$50.00 per person and must be requested on the Race Entry Form.
 - A limited amount of **SATURDAY ONLY** passes will be available for \$55.00 for the event, **although they cannot be purchased until the grandstands opens to the public @ 1:30 p.m. on RACEDAY!**
 - They must purchase a ticket to get into the grandstands, which gets them to the crossover tent area to sign in and pay the \$20.00 difference.
 - Inspections, testing and qualifying will all take place on Friday March 13, 2009, and the race is scheduled for Saturday, March 14, 2009.
 - Drivers must pre-enter the event and must sign in to enter the pit area at the TSRS/USAC Registration Window at the Pit Gate
 - Advanced purchased, two-day pit passes must be claimed at the TSRS/USAC Registration Window at the Pit Gate. Persons claiming the pit passes will be issued a "Friday" Wrist Band.
 - The qualifying order is determined by the order in which the TSRS Race Entry form is received, not by the order in which the Driver signs in at the Registration Window.
 - The Driver or Car Owner must go directly to the TSRS Tech/Office trailer for TSRS check in. The trailer will be located near the THR Tech pad next to the tire shed.
 - All cars must go through Safety Tech prior to qualifying unless approved by Director of Tech/Pit Operations.
- **FRIDAY MEETINGS:**
- The **Drivers/Spotters Meeting is on Friday, March 13, 2009, at 12:30 p.m.**
 - A Spotter/**Rookie Drivers'** Meeting will immediately follow the Driver/Spotters meeting:
 - All Spotters and **all Rookie Drivers** (first year with TSRS) must attend both meetings.
 - All cars driven by Rookie Drivers (first year with TSRS) will be required to have:
 - A two-inch (2") yellow strip placed on the rear bumper/cowling area for their entire rookie season.
 - These Drivers will be in competition for the "TSRS Rookie of the Year" Title. Driver's who did not compete in more than three (3) TSRS events prior to this season, are eligible for contention of "Rookie of the Year" Title.

- The Rookie Driver to finish the highest in the final season points will win the title.
 - Possible tie breaker(s) will be same procedure used for the “Championship” title.
 - Any Driver that has participated in more than three TSRS events and or has driven in a class of cars that are equal to or above can be decided by Director of Tech/Pit Operations to be eliminated from the “Rookie of the Year” requirements.
 - This does eliminate that Driver from the opportunity to compete for the title of “Rookie of the Year”.
 - Drivers/Spotters Meeting and Spotter/Rookie Drivers Meeting and Race Entry Process:
 - Should a Driver/Spotter miss the Drivers/Spotters meeting, or the Spotter/Rookie Drivers Meeting, which follows directly after the Driver/Spotter Meeting, or should a driver fail to complete the race entry process by the time of the Drivers/Spotters meeting:
 - The Driver may still take two laps on the track, but the Driver will lose one (1) lap of their qualifying.
 - The first lap will be used as the qualifying time.
 - Depending on the circumstances, the Driver can lose both laps.
 - Loss of both laps – the Driver’s qualifying time will **not** be used for their starting position.
 - They will go on the track last, if a position is available.
 - No refund of race entry or garage/pit passes will be made.
 - A NASCAR Mandatory Annual Team Safety Meeting will be held on **Friday, March 13, at 5:30 p.m.** All TSRS teams are welcome, but not required, to attend the meeting - although HIGHLY encouraged!
- **LOADING IN, TESTING AND QUALIFYING:**
- Will all take place on Friday, March 13, 2009:
 - The 2009 THR Parking pad assignments will not be in effect for this event.
 - TSRS will have a designated area assigned by Full Throttle.
 - TSRS – Tech, scales, tires and fuel will be on or near the tech pad by the THR tire shed.
 - The designated times for **loading in** will be between **11:00 a.m. – 12:00 p.m. (noon)**

- **Pre-teching** begins at **11:00 a.m.** (Pre-Race Safety Inspections will also be available beginning every Saturday from 2-21-09 through 3-7-09 @ THR)
 - All tires will be marked prior to qualifying.
 - Time will be limited, so it is encouraged to get 2009 Safety Inspections completed prior to March 13, 2009.
 - TSRS Haulers cannot park between 6:00 p.m. and 7:00 p.m. (*TSRS qualifying will have been completed by this time.*)
- **Friday's Drivers/Spotters Meeting at 12:30 p.m.**
 - Followed by Rookies/Spotters Meeting.
- All cars will grid on pit road by order of starting position posted on the TSRS tech trailer.
 - The Pit Steward is in charge of lineup and pit road
- **LINE-UP FOR QUALIFYING:**
 - Every car must be in line unless authorized by the TSRS Pit Steward.
 - If approved, the car will be marked on the windshield and all Officials made aware of the situation by TSRS Pit Steward or Assistant(s).
 - The line-up is final at the time that the Pit Steward places the cone at the end of the lined up cars.
 - Any car that is not in their proper position at such time will be given one qualifying lap verses two and moved to their original order of qualifying (if at all possible).
 - Unless pre-authorized by the TSRS Pit Steward, the car will be marked on the windshield.
 - Spotters should have their scanners on prior to the line-up time for qualifying and the race event.
 - Reminder: Race schedules are ALWAYS subject to change by TSRS, Full Throttle Productions and or NASCAR, USAC, when necessary.
 - Every opportunity will be made to inform spotters by radio as to when the cone is being prepared to be placed behind the last car in the lineup.
 - All transponders must be charged and on the car prior to line up!
 - It is **MANDATORY** that transponders are charged and on the car during all scheduled "Testing & Tuning" sessions.
 - This gives Officials an opportunity to catch any low batteries or technical difficulties prior to qualifying.
- During the last "Test" session, any Driver on the track without a transponder will be pulled from the track, until they conform.

- Whenever possible, times will be posted after each session at the TSRS tech trailer and immediately downloaded to www.mylaps.com.

➤ **QUALIFYING:**

- **Qualifying will begin at 5:00 p.m. on Friday, March 13, 2009.**
The line-up order for qualifying:
 - By order of Race Entry receipt.
 - The First Entry received will qualify last.
 - Qualifying will be held, unless unforeseen conditions or circumstances arise, making this impossible.
 - Listed below are the two possible options TSRS may use to assist in determining the starting positions for this event:
- **QUALIFYING BY TIME TRIALS:**
 - Each qualifying time trial consists of two timed laps.
 - The fastest lap will be recorded as the qualifying time.
 - Note: If the driver returns to the pit area for problems after getting a green flag for qualifying, that driver's track time is considered completed for qualifying.
 - If an error is detected due to a technical situation or adverse track conditions during a driver's qualifying laps, the TSRS Race Director may decide to re-qualify a car (or cars) for either one or two laps.
 - Every attempt will be made to insure that the car does not go to the rear of the field or directly back onto the track, if at all possible. The car will be placed back in the line-up at the discretion of the Race Director and/or Pit Steward.
- During qualifying and once qualifying has been completed:
 - TSRS officials will hold all cars.
 - NO ONE IS ALLOWED TO TOUCH THE CARS WITHOUT PERMISSION OF TSRS OFFICIALS.
 - The top six (6) qualifiers will be sent to inspection or informed by the Director of Tech/Pit Operations and/or staff as to the next process. Again: no one is allowed to touch the cars without permission of TSRS Officials.
 - Inspection of anything on the race car is at the discretion by the Director of Tech/Pit Operations and/or staff.
- Once the post tech inspections have been completed:
 - The top 28 cars will compete in the Allstate Racefest 50-lap event.

- Line-up positions for this event will be determined by the fastest qualifying time starting up front (no inversion).
- The starting line-up will be posted on the TSRS tech trailer.
- This race will start heads up.
 - TSRS Regular Point System will be in effect, which includes opportunities to earn additional points:
 - Five (5) Bonus Points will be awarded to the fastest qualifier.
 - Five (5) Bonus Points will be awarded for setting a new TSRS track record at THR.
 - A Hard Charger Award of five (5) additional points will be given to the driver that advances the most positions.
 - Any car that starts scratch will not be eligible for this award.
 - Those unable to make the starting field for the event will receive points from the last position 29 and down based on qualifying order.
 - TSRS will allow one (1) race to be dropped for point calculations during the 2009 season.
- All cars will be impounded until 30 minutes prior to time to exit the garage/pit area for the evening.
 - Once released, race cars may be placed:
 - In haulers.
 - Placed on or off of trailers.
 - Parked in their designated parking area and covered.
 - All race cars must be covered with a car tarp if they are not inside a hauler.
 - Battery chargers may be placed on the race cars.
- The **Garage/Pit Area closes promptly at 7:45 p.m.**
 - Teams only have 30 minutes to load up and be out of the garage/pit area.
 - **NOTE: If any Team Member or Driver is not out of the garage/pit area within this time frame, that car can be disqualified! Security will be there to ensure everyone is out in a timely manner.**
- **Overnight camping is NOT allowed** in the garage/pit area – including camping in haulers.
 - Anyone found camping in the garage/pit area after closing will be disqualified from the race event.
 - Camping in the designated camping area is allowed although teams must go through Full Throttle Productions, the information may be found on their race website: <http://www.texasracefest.com/>

- Anyone that does not make the starting line-up (top 28 qualifiers), may be allowed to display their cars for their sponsors, if space allows, and must be approved by Full Throttle Productions.
- **If Qualifying is NOT possible:**
 - The starting line-up will be decided by drawing of numbers.
 - Should there be more than 28 cars in attendance; the top 28 cars that are registered will participate in the drawing.
 - Those unable to make the starting field for the event will receive points from the last position based on order of pre-paid race entry.
 - TSRS will allow one (1) race to be dropped for point calculations during the 2009 season.
 - Pit passes cannot be refunded.
- **RACEDAY:**
 - All "Friday" wristbands must be exchanged for "Saturday" wristbands at the TSRS/USAC Registration Window at the Pit Gate. No additional sign-in will be needed.
 - **NO COOLERS WILL BE ALLOWED IN THE GRANDSTAND AREA!**
 - A TSRS Mandatory Drivers' Autograph Session will be held in the grandstand midway area at **3:45 p.m.** (teams in uniforms are encouraged to attend).
 - **All cars will grid for the race on pit road at 5:50 p.m. – WITH THE DRIVER STRAPPED IN THE CAR** – in the starting position order that is posted on the TSRS tech trailer.
 - The Pit Steward is in charge of lineup and pit road.
 - Every car must be in line unless pre-authorized by the TSRS Pit Steward.
 - If approved, the car will be marked on the windshield.
 - The line-up is final at the time that the Pit Steward places the cone at the end of the lined up cars.
 - Any car that is not in their proper position at such time will start at the rear of the field.
 - Unless pre-authorized by the TSRS Pit Steward, again, the car will be marked on the windshield.
 - Spotters must have their scanners on prior to line-up.
 - Battery chargers may be placed on the cars.
 - These cars will then be impounded.
 - NO ONE IS ALLOWED TO TOUCH THE CARS WITHOUT PERMISSION OF TSRS OFFICIALS.
 - Prior to race time, crews can:

- Check and adjust air pressure.
 - Add drinking fluids for the driver.
 - Clean windshield.
 - Remove battery chargers

- **DRIVER INTRODUCTIONS AND RACE START:**
 - **IN CAR DRIVER INTRODUCTIONS WILL BE DONE ON THE TRACK AT 6:55 P.M.** Only uniformed teams will participate in any activities for TSRS Drivers:
 - Teams not in matching uniform, or at minimum wearing matching t-shirts, will not be allowed to participate.

 - The “**Start Your Engines**” command is scheduled for **7:02 p.m.**

- **NUMBER OF EVENT LAPS:**
 - The race length will be 50 laps, with yellows counting, except for the last ten laps.
 - Or 30 minutes, whichever comes first!
 - Laps can be adjusted if decided by Race Director.
 - Spotters will receive fair warning whenever possible!

- **SPOTTERS:**
 - Each car must have a Spotter that:
 - Must maintain communication with the Driver at all times.
 - Must be located in the designated Spotters Area before the car enters the track.
 - **NO EXCEPTIONS** – unless pre-approved prior by Director of Spotters or Race Director.

 - If a car drops out before cars enter the track, cars will be crisscrossed, ***unless it is deemed by Pit Steward that it would delay the entering the track in proper positions.***

 - If a car drops out after the cars have entered the track or is moved to the rear:
 - The cars will move straight forward.
 - **NO** crisscrossing on the track.

 - If a car stalls while entering the track:
 - All cars move onto the track;
 - If the car stalled gets going before the completed pace lap, that car will move back into their position.

- If that car holds the race up, they will be sent to the rear of the field.

➤ **START OF RACE:**

- If there is a Driver change in a car or another car is being used;
 - It **MUST** be a registered TSRS car.
 - Must be reported and approved by the Pit Steward prior to the cars entering the track.
 - That car will start scratch.
- Once the cars have entered the track and the starting green flag lap has been **completed** (the last car in the starting line-up has crossed the start finish/line), no Driver change or car change can take place. If it is prior to a completed green flag start, a Driver can change to another TSRS registered car and start at the rear of the field.
 - Driver change must take place in the pit area.
 - Pit Steward must be notified.
 - Pit Steward or Director of Tech/Pit Operations must ensure that the Driver is safely in the car prior to re-entering the track.
 - Driver goes to the rear.
 - The Driver of the car receives the points.
- When the cars are aligned properly, the Flag Person will signal to proceed behind the Pace Vehicle.
 - The Pace Vehicle sets the pace for the warm-up laps.
- The Flag Person will notify spotters that "this is your pace speed at this time."
 - DRIVERS should observe their RPM reading on the tachometer to monitor the pace.
 - Once the Pace Vehicle turns off its flashing lights and speeds up to exit the track, the lead cars must remain at the paced RPM speed that was set!
 - At anytime, **DO NOT PASS** the Pace Vehicle, unless instructed by a TSRS Official!
 - If a car passes the Pace Vehicle before the race starts, that car will go to the back of the field, unless directed by TSRS Official to do so.
 - Any car that passes the Pace Vehicle without being instructed to do so during Yellow or Red Flag conditions will be black flagged and must go to the rear of the field and could be pulled from the race.

- When the Pace Vehicle leaves the track, the number one position car (inside pole position) IS RESPONSIBLE TO KEEP THAT PACE to the Green Flag.
 - Drivers must be responsible to stay at the RPM speed set by the Pace Vehicle and must maintain that RPM until the Green Flag is waved by the Flag person.
 - The Flag Person can decide that the pace is either too fast or too slow, and will notify the Director of Spotters to have the inside pole car or the outside pole car to adjust their speeds.
 - If the situation is not corrected, that driver (or drivers) will receive one warning by flag.
 - If the proper speed adjustment is not made, the lead car(s) can be sent to the rear of the field.
 - All cars move straight forward, no crisscrossing.
- The first lap on the track is the RACE FAN APPRECIATION LAP - ALL DRIVERS MUST WAVE TO THE FANS!
 - DO NOT use this lap to warm tires.
 - TSRS Officials will be on the track for this lap.
- The field will be given a minimum of three (3) warm up laps after the "Fan Appreciation" lap, behind the Pace Vehicle.
 - Minimum of one slow down lap, with one lap to go:
 - NO warming tires, no swerving, stay behind the car in front of you.
- As the Green Flag is dropped, there will be NO passing to the inside lane until the start/finish line by any car.
 - Passing on the inside prior to crossing the start/finish line will be considered jump starting.
 - Any drivers(s) that jump start will be warned, and the race will be restarted in the original line-up.
 - A second jump start by the same driver(s) will result in that car(s) being sent to the rear of the field, with all cars moving straight forward in that lane or lanes.
 - Should the Flag Person deem that the race can continue, the jump start car(s) will be penalized the number of jumped positions at the next yellow flag and put back those positions.
 - If the race finishes under Green without a Yellow, the car(s) that jumped car(s) will be penalized the number of jumped position(s) on the score sheets and final positions.

- Whenever possible, every effort will be made to notify the Driver's Spotter, thus giving the Driver the opportunity to drop back to their original position prior to crossing the start/finish line by the next scored lap.
 - All cars must complete one full lap at the start of a race to be an official race – meaning that the last car on the track must have passed the start/finish line.
 - At the start of the race or on a restart, all cars must stay in line until the Green flag drops with NO passing on the inside until the start/finish line for each car – absolutely no three-wide line-ups on the track until after crossing the start finish line.
 - Any car that goes three-wide and brings out the yellow will automatically be sent to the rear and could lose a lap.
- FLAG DESCRIPTIONS:
- RED FLAG:
 - The Red Flag is the flag which indicates "STOP;" there are unsafe conditions on the track or a concern that needs to be addressed.
 - If there is an event on the track that requires all of the cars to stop, all Drivers should stop where they are, or move to a location directed by a TSRS Official and turn their car to face down the slope of the track.
 - The Red Flag is in effect immediately!
 - SAFETY FIRST!
 - Once Safety Crew has entered the track... everyone should be totally concerned with SAFETY for all involved and all helping those involved!
 - ZERO tolerance!
 - Crews cannot work on cars on the track
 - Officials cannot work on a car to help the car get back to racing, although they may work with the safety crew to get the car prepared to be towed with permission from a TSRS Official.
 - A TSRS Official may stop a car to check the safety conditions of the car to determine if the car is safe to continue to race;
 - If it is deemed the car is clear, that car will be sent to their original position, provided enough time is allowed prior to the Green flag being dropped.

- If deemed the car has to be adjusted or altered, that car will return once the Director of Tech/Pit Operations approves they will return to the rear of the field.
 - Cars **can** be worked on in the pit area or pit road during a Yellow or Red flag. (This does not include changing tires, unless a tire is defective and **must be approved** by TSRS Official)
 - It will be the decision of the Race Director/Assistant Race Director if a driver can be given water/fluid or be allowed to get out of their car while under a Red flag condition.
- YELLOW FLAG:
- The Yellow Flag is a caution flag.
 - Should the Flag Person declare the race is not a proper start; he/she will display the Yellow flag on the back stretch.
 - Should something occur on the track that requires the race cars to slow down to a non-race speed, the Yellow Flag will be displayed immediately.
 - TSRS cars at no time race back to the line!
 - Line up will go back to the last completed Green lap – meaning, the last lap that every car in the field has completed.
 - Any car that goes to the pit area or pit road during a Yellow Flag condition and returns before the green flag is dropped will be restarted at the rear of field and will not lose any laps incurred during the yellow-flag condition.
 - When a Yellow Flag is displayed;
 - Drivers are to REDUCE SPEED
 - Line up behind the car they were behind before the yellow, with the leader going behind the Pace Vehicle.
 - A Yellow Flag is used to reduce the effect of a hazard on the track.
 - TSRS Officials will determine how long a Yellow Flag is needed and how many Yellow Flags are needed on a case-by-case and race-by-race basis.
 - Each driver can assist in shortening the length of a Yellow flag by getting in line as directed by the TSRS Official as soon and as safely as possible.
 - Spotters will be informed as soon as the Director of Spotters has the information from the Tower.
 - If a driver fails to comply with the instructed placement of his or her car in the line-up;

- TSRS will announce the number of the car and advise the Spotter as a warning. The second warning could result in that car(s) being sent to the rear of the field.
 - With a third warning, the Driver will be sent to the rear of the field and could be removed from being scored and Black flagged due to non-compliance.
 - The line-up and scoring revert to the last completed Green Flag lap before the Yellow was displayed. However, the Yellow laps are counted as completed laps (no positions change) up and until the last 10 laps of the race. The Race Director or Tower will inform the Spotter as to what car they need to **go behind**. *(Keep in mind this race is 50 laps or 30 minutes)*
 - Under yellow:
 - No car can advance any positions.
 - Drivers should fall in behind the car that they were behind when the caution came out.
 - Scoring will realign based on the last completed green lap while waiting on the decision of the final call. After the final call is determined, that car or cars will be sent to the rear of the field, even if scoring placed that car or cars in its original position, while the final call is being determined.
 - **NOTE:** TSRS uses the "Judgment Call" rule - TSRS Race Director and/or the Asst. Race Director will gather input from TSRS Officials in order to make the call. All calls being made are with every attempt to make the fairest calls possible.
 - Under such circumstances that a call cannot be determined, all cars involved can be sent to the rear of the field or decided by the Race Director to send all cars back to their position depending on the circumstances involving the incident. .
 - Cars involved in, but were not the cause of the Yellow Flag will be restarted in their position of the last Green Flag lap.
 - Any car that **causes** three (3) Yellow/Red Flags to be displayed in a race will be black flagged (including solos) and will no longer be scored.
- BLUE WITH YELLOW STRIPE (MOVE-OVER):
 - The Blue and Yellow Striped Flag is a move over flag.
 - When the lead car approaches a car that is off the pace, that Driver will be given this flag.

- Moving over is mandatory in TSRS, and the slower car will be required to move to inside lane.
- If a car is causing a hazard to other cars, the flag may continue to be displayed and
 - If it is determined that the Driver is creating an unsafe condition, the Spotter will be notified by the Director of Spotters.
 - Flag Person will display the ROLLED UP BLACK FLAG.
- Spotter should inform their driver that they are being warned by TSRS officials to move over.
 - If the Driver does not move over and an accident occurs that car will be held responsible and sent to the rear or black flagged and sent off the track for consultation to determine if they can return to the track.
 - Lead cars should be sure to give the cars they are passing the opportunity to safely move down when possible or if up is better.
- BLACK FLAG:
 - The Black Flag is the disqualification Flag.
 - When a car is given the Black Flag:
 - The car number will be called out by the Race Director to the Director of Spotters;
 - The Spotter MUST inform the driver to go directly to the pit area/pit road for consultation to determine if they can return to the track.
 - Scoring for that car will stop with the 3rd lap after the Black Flag has been displayed.
 - Any car that is involved in (3) Yellow/Red Flags, (including solos)
 - Will be black flagged and will no longer be scored.
 - Any car receiving the Black Flag from the Flag Person has three laps to exit the track in a safe manner, before scoring stops, the sooner the better.
 - The Driver must proceed to the spot on pit road and confer with a TSRS Official as to why they were Black Flagged and what they need to correct.
 - The scoring for that car will stop the 3rd lap after the first showing of the Black Flag.
 - Cars that are way off of the pace and/or unable to keep up and it is decided by the Race Director that they are a possible hazard will be black flagged.

- It is the Driver's responsibility to know if they have been Black Flagged.
 - TSRS Officials will make every effort to inform the Driver's Spotter by radio and the Flag Person by way of the Black flag.
- WHITE FLAG:
 - The White Flag indicates that there is one more lap in the race.
 - Once the White Flag is given to the Leader, all cars should be racing to the checkered flag.
 - Only if a RED Flag accident occurs after the leader is given the White Flag, the cars racing will continue to race as safely as possible to the checkered flag;
 - This could include a Yellow Flag with it.
 - If it is deemed by TSRS Officials a pass was made during such time and was an endangerment to others, they could be scored in the position prior to the Yellow flag being waved with a White or Checkered flag.
 - Safety first!
 - If the Flag Person adds the Yellow with White flag, it is the Drivers responsibility to complete the race to the checkered as safely as possible with their Spotter being informed were there is a cautioned area.
 - Again, safety is always FIRST!
- CHECKERED FLAG:
 - The Checkered Flag indicates the end of the race.
 - If the first place car crosses the finish line and an accident occurs, the race will be considered complete, although the Checkered will wave along with a Yellow flag indicating a problem on the track.
 - If the Flag Person adds the Yellow with Checkered flag, it is the driver's responsibility to complete the race as safely as possible with their Spotter being informed where there is a cautioned area.
 - The winner to the front straightaway for pictures and trophy presentations, unless otherwise instructed by a TSRS Official. The top six cars will be held for post-race inspections.
 - NO ONE SHALL TOUCH THESE CARS UNTIL INSTRUCTED BY TSRS OFFICIALS!

➤ **RACE MISHAP/EMERGENCY:**

- Emergencies and mishaps are likely to occur in racing. When one does occur:
 - ONLY the Track Officials and the Safety Crews are allowed on the track. *(It will be completely up to the TSRS Race Director or Asst. Race Director as to any change to this rule)*
 - The Crews must stay behind the pit fence/walls unless instructed by a TSRS Official, which must be approved by Asst. Race Director, Race Director or MAN Founders/Director.
 - All Drivers must stay in their cars, unless they are in danger, or a TSRS Official instructs otherwise.
 - If a Driver has a need to get out of their car (such as too hot), the Driver or their spotter will need to inform a TSRS Official.
 - It must be approved by Race Director, Asst. Race Director or MAN Founders/Director. Although approved, if the race is about to be restarted and Driver(s) are not completely buckled in, they will be sent to the pit road.
 - When a RED FLAG is displayed;
 - Drivers should STOP where they are and remain stopped until a TSRS Official instructs otherwise.
 - When instructed, Drivers should pull their car to a safe position:
 - OFF or OUT of the racing groove with the car facing down, when possible.
 - When a Yellow Flag is displayed, REDUCE SPEED!
 - **SAFETY FIRST!**
 - No car can advance any positions.
 - Drivers should fall in behind the car they were behind when the caution came out, and the scoring department will realign based on the last completed green lap while waiting on the final call.
 - Do not pass the Pace vehicle (unless instructed by TSRS Official).
 - Cars involved in, but were not the cause of the accident, may be restarted in their position on the last completed green flag lap before the accident.

➤ **RACE STARTS & RESTARTS:**

- The first and or second attempt at a start will be double file.
- The third and subsequent attempt at a start or restarts later in the same race will be single file.

- A race will be restarted once deemed the track is race ready.
 - Or deemed unable to complete the race, by the Race Director, Asst. Race Director or MAN Founders/Director, if conditions arise out of TSRS control.
- When the track is race ready;
 - The line up will be based on the last completed Green Flag lap to restart the race from a Yellow or Red Flag – meaning, the last lap that every car in the field completed.
 - Any car that goes to the pit area during a Yellow Flag condition will be restarted at the rear of the line-up, including the positions before the Green Flag is dropped.
 - Cars may be worked on under red conditions in the pit area.
 - Anyone that makes a pit stop must re-enter to the rear of the field.
 - The Spotter is responsible for informing the driver when to enter (behind last car).
- **RE-ENTERING A RACE:**
 - Any time a car re-enters a race under a Green/Yellow Flag, and that Driver causes an accident upon re-entry;
 - That Driver will be Black flagged (disqualified) for the night.
 - Those involved will have the opportunity to regain their positions back, if at all possible.
- **ALCOHOLIC BEVERAGES:**
 - Drinking alcoholic beverages in the pits before or during a race event or program is not allowed.
 - Alcoholic beverages may not be consumed in the pit area before 10:30 p.m.!
 - Drinking alcoholic beverages before a race event will prevent the person from being admitted to the pit area.
 - Anyone leaving the pit area and drinking alcoholic beverages will not be allowed to return to the pit area.
 - Any team member found drinking in the pit area will affect the race car shown when signing in at the pit gate.
 - Those found in violation will be escorted from the pit area.
- **PIT PASS:**
 - The Pit Pass must be worn where the track requires and must be visible at all times.
 - A Pit Pass allows access to and from the pit area.

- A Pit Pass will only be issued to someone under the age of 18 after the release form is completed and filed with Full Throttle Productions.

- **EXPERIENCE OF DRIVERS:**
 - Drivers must be at least 16 years of age or have special permission from TSRS Director of Technical /Pit Operations.
 - Drivers under the age of 16 may race with TSRS after showing proof of experience and passing a drivers test, along with getting the final approval of TSRS Race Director or Founders.

- **CONDUCT:**
 - Each Driver is responsible for the conduct of their Crew and anyone who has signed in on their racecar.
 - If trouble starts, Crews and Drivers should stay in their respective pit areas and/or with their car.
 - If the Driver or Crew is not in their respective pit areas and or with their car, that team will automatically be considered at fault.
 - If both Drivers and/or Crews are not in their respective pit areas and or with their car, both teams can be held responsible. The decision for responsibility will be determined by the Race Director, Asst. Race Director or MAN Founders/Director.
 - Physical contact may result in expulsion from the race event and/or suspension from future events at that track and other tracks where TSRS competes.
 - Physical contact may be subject to a cash fine up to \$500.00.
 - Any driver involved in an altercation on the track, such as throwing a helmet or steering wheel, making obscene gestures, and recklessness or fighting may be subject to disqualification for the night and the loss of all points and purse money accumulated for that night.
 - If a Driver is expelled for the night, the car is also expelled for the night. Both the Driver and car will lose all of the points and purse money accumulated for that night.
 - ANYONE STRIKING A TSRS OFFICIAL/STAFF MAY BE EXPELLED FOR THE REMAINDER OF THE RACE SEASON.

- Any Driver or Crew who enters the flag stand, announcer's booth, or scorer's stand to argue a point may be disqualified for the night. This disqualification also carries the loss of all points and purse money accumulated for that night.
 - Any Driver or Crew who is guilty of any of the above infractions may also be subject to a \$500.00 cash fine.
 - All fines must be paid before the Driver will be allowed to compete with TSRS.
- **Note:** The Driver is responsible for the conduct of their Crew/Family members or anyone associated with them or their car.

➤ **GARAGE/PIT AREA & PIT ROAD RULES:**

- The speed in the pit area/pit road is set by each track and must be adhered to at all times.
- Be cautious of pedestrians and other vehicles.
 - Any car speeding through the pit area/pit road may be black flagged and returned to the pit area/pit road for one competition lap or more, depending on recurrences.
 - Anyone caught speeding in the pit area/pit road can be subject to a \$100.00 fine.
 - TSRS, Thunderhill Raceway, MAN Racing Promotions, LLC and/or Full Throttle Productions cannot be responsible for damage to tow vehicles, race cars or bodily injuries on their premises.
 - Pit spaces are assigned by Raceway Officials.
 - All pit areas must have at least one 10-pound fire extinguisher.
 - No transportation vehicles are allowed in the pit area, e.g., golf carts, scooters, etc., except the vehicles assigned to staff members and officials.
 - TSRS participants are required to remove all tires and body parts from the race track. A minimum \$100.00 fine will be charged for car parts left at the track.
 - All TSRS participants are asked to bag all trash from their pit area. Trash bags are available in the TSRS Tech Trailer and/or garage area. Thank you in advance!

➤ **APPEARANCE OF TSRS REGISTERED CAR:**

- Bodies must be nicely painted and lettered.

- Each car must have the decal package, including the headlight and tail light package.
- **TEAM UNIFORMS:**
 - TSRS Teams are **required** to have team uniforms in order to join their Driver on the track or during any autograph sessions and appearances (at minimum, matching t-shirts)
 - Strictly being enforced in 09.
- **RAIN-OUT:**
 - Should weather prevent a race event from completing the full schedule and the TSRS Main Event is at least half completed, the race will be considered complete.
 - If the track calls off the race prior to the TSRS event or prior to the halfway point, this event will be rescheduled if at all possible.
 - Rain checks will be decided by the track.
 - TSRS entry fees will be credited if an event is not able to reschedule and was not considered complete.
 - If this race has to be totally canceled and not made up by a rain date, entry fees will be refunded or credited to another event.
- **PROTEST RULES:**
 - Protests may be made **ONLY** by a 2009 Registered TSRS Driver.
 - The protest may **ONLY** address one item on the car, i.e., shocks, intake manifold, pistons, heads, etc.
 - The protest may **NOT** address a functional part of the car such as the engine, the suspension; it must be specific to one and only one part.
 - The protester must obtain a protest form from the Director of Tech:
 - Complete the protest form and accompany the form with a \$500.00 protest fee.
 - The protest form must be brought in person to the Technical Inspector immediately after the race and before the technical inspections begin.
 - Only the Technical Inspector(s) will be allowed to view the protested car and that crew's work.
 - The protestor may watch the tear down from a designated area.
 - Technical Inspector will designate the area of observation by the protestor
 - Results of the protest::

- Protested part is found to be **illegal** by the Technical Inspector;
 - The protest fee will be returned to the protestor.
 - If a Driver is disqualified for a Technical Infraction, that Driver will be moved to the final position in the official results and will be awarded last place points and pay.
 - Protested part is found to be **legal** by the Technical Inspector;
 - The protestor will forfeit the \$500.00 protest fee.
 - Protest money retained as a result of a protest and inspection will be disposed of as follows: 20% of the fee to the Series.
 - 80% of the fee will be given to the Driver of the car being protested, the winner of the protest!
- **APPEALS:**
 - Each Driver has the right to appeal any rule interpretation, application, or penalty assigned.
 - Attempt to resolve the appeal at the lowest (first) order of TSRS Officials or Management.
 - Each appeal must be made in the following order:
 - Politely appeal to the TSRS Official making the decision and setting the penalty.
 - If not resolved, appeal to the TSRS Asst. Race Director.
 - If not resolved, appeal to the TSRS Race Director.
 - The TSRS Race Director has the latitude to hold a consultation with other Officials and render a decision.
 - If the appeal cannot be resolved as stated above, then the appeal will be referred to the MAN Racing Promotions Founders/Director.
 - There are no further appeals available.
 - The ruling or interpretation of the TSRS Race Director and/or MAN Racing Promotions, LLC, Founders/Promoter is final and binding.
 - **Note:** Exceptions to the appeal order above include appeals about scoring or flag stand actions.
 - These appeals must begin with the TSRS Asst. Race Director and not the Scorer or Flag person.
 - If a ruling is reversed or amended, that person will convey any possible changes to the appropriate TSRS Officials and or staff.
 - **THESE PROCEDURES WILL BE STRICTLY ENFORCED.**

- **INSPECTION/TECH AREA::**
 - Only the Driver and immediate uniformed crew members (maximum of three people, including the driver) are allowed in the Tech Area.
 - It will be the Director of Tech/Pit Operation's call if more crew members are required.
 - NO DRINKING in the Tech area!

- **UPON COMPLETION OF TECHNICAL INSPECTIONS:**
 - Each Driver & Crew Chief will join the Director of Tech/Pit Operations in the TSRS Tech Trailer and or in the Track Office.
 - At that time, all final decisions will be discussed.
 - If there are no technical infractions, the finishing positions will be awarded.
 - If any infractions are found, they too will be discussed at such time and penalties assessed.

- **SCORING:**
 - TSRS Race Events will be scored electronically.

- **TRANSPONDERS:**
 - Each car must be equipped with a transponder.
 - Transponders must be mounted on the car once organized practices have started.
 - If a transponder is not detected during the practice sessions, the car will be black flagged and sent to the pits for installation of a transponder.
 - The mounting location for transponders is described in the 2009 Rules and Regulations, or it can be shown to the Driver by the Director of Tech/Pit Operations.
 - A few transponders are available for rent at \$50 per race and must be reserved in advance.
 - It is highly recommended that each team purchase a transponder. TSRS uses the most popular brand of transponders in motor racing. If a Driver participates in another event that uses electronic scoring, more than likely the same transponder can be used. For information on purchasing or renting a transponder, visit the TSRS website at www.manracingpromotions.com.

➤ **TSRS BY-LAWS & RACE PROCEDURES - INTERPRETATION AND APPLICATION:**

- MAN Racing Promotions, LLC and the Texas Super Racing Series (TSRS) Officials reserve the right to interpret and apply the Race Procedures and By-laws, as well as the Rules and Regulations.
 - The interpretation and application of a rule by TSRS Management is binding and final.
 - TSRS uses the "Judgment Call" rule - TSRS Race Director and/or the Asst. Race Director will gather input from TSRS Officials in order to make all calls whenever possible.
 - Car or car(s) may be sent to the rear of the field and/or
 - One or more back into their positions and/or
 - All sent to the rear.
- All calls will be done with every attempt to make the fairest calls possible.
- Once the TSRS final call is made, it is final.

Please note: At any time, at the discretion of MAN Racing Promotions, LLC/Texas Super Racing Series, changes to these Race Procedures may be made.

We thank you for being a part of making TSRS the premier Late Model Touring series in Texas!

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