



## 2009 TSRS LATE MODELS TECHNICAL RULES & REGULATIONS

Welcome to the Texas Super Racing Series (TSRS) – “The Late Models.” We present the 2009 Rules and Regulations. If you are unclear on the writing and/or understanding of a Technical Rule, it is your responsibility as a Driver/Car Owner/Crew Member to clarify these rules with the Director of Tech/Pit Operations - Jack Sandefur - at 512.281.5489 or 512.247.1029.

**All competitors must conform to all Technical inspection tools and gauges used by TSRS.**

### ❖ SAFETY EQUIPMENT:

- Every driver is required to wear the following at anytime they are on the track in the race car, to include:
  - Practicing
  - Testing & Tuning
  - Competing in a Race Event
    - An approved Driver's Suit (Fire Suit)
    - Racing gloves
    - Racing shoes
    - Helmet
      - Must be an approved safety helmet with a minimum of a SNELL 95 or SA 2001 rating
    - A neck brace is required. A HANS, Hutchens or D-Cel device is also required.
- Two-way radios are required.
- Each car is required to have a spotter with radio communication
  - Spotters are required to be in the designated Spotter Area
  - Spotters must attend all Drivers/Spotters Meetings
  - No car can enter the track to compete in a race unless their spotter is in place
  - The Series radio frequency is available on the TSRS website and posted at the TEXAS SUPER RACING SERIES Office/Tech Trailer on the board.
- Every race car is required to have an onboard fire suppression system
  - All fire extinguishers must be mounted with metal brackets
  - Manual fire extinguishers must be within easy reach of the driver
  - Remote mount fire extinguishers must have the triggering mechanism within easy reach of the driver and at least 1 disbursement nozzle in the driver compartment
  - Automatic fire extinguishers are allowed
- A 10-pound fire extinguisher in each pit area at all times and it must be fully charged
  - One per car
- Five point racing type of seat belt (harness) with 3-inch belts
  - The sub belt may be a 2-inch belt, with quick release
  - Release buckles are required
  - Must be securely mounted to the roll cage

- Seat belts must NOT be older than five (5) years from manufactured date. (INSURANCE REQUIREMENT)
- All belts (harness) must have dated tabs intact and be SFI approved
- Window nets must NOT be older than five (5) years from manufactured date. .
  - (1-inch web design preferred)
    - With a quick release are required in the driver's side window.
    - All window nets must have dated tab intact and be SFI approved
    - May be required to replace if window new show signs of wear.
- The roll cage in the driver's area must be padded
- The steering wheel center must be padded
- Rear view mirrors are required
  - All mirrors must be installed within the boundaries of the body and roll cage
  - "Wink" type mirrors allowed
  - No mirror can exceed 3" in height by 24" in width
- Racing seats are required
  - The seat must be securely mounted to the roll cage
  - Aluminum race seats are required
  - NO fiberglass race seats are allowed

🚧 **Note:** Each competitor is expected to investigate and educate himself/herself fully with respect to the availability and effectiveness of personal safety equipment. Driver safety is the sole responsibility of the driver. Texas Super Racing Series and its officials cannot, and will not be, responsible for driver safety.

❖ **WEIGHT:**

- All weight breaks and/or penalties will be added to or deducted from the minimum and maximum weights outlined here
- Each car must comply with the minimum weight and the maximum weight and percentages plus any applicable penalties or breaks at all times
- The minimum base weight is 3000 pounds or their designated weight at anytime with the driver in the seat. (The minimum weight of 2950 includes any/all possible weight breaks!)
- That said designated weight must be after qualifying and after all race events
- 107" wheelbase over top rear chassis / 2975 pounds base weight
- 107" wheelbase under slung rear chassis / 3000 pounds base weight
- The maximum left side weight percentage is 56% with the driver in the driver's seat
- The total left side % weight will be determined by weight breaks/penalties
  - 105" wheelbase - 55%
  - 107" wheelbase - 56%
  - True perimeter 105" wheelbase. Chassis- 56%.
- The maximum rear weight percentage is 51% with the driver in the driver's seat
- All weight ballast must be securely bolted
  - Using 2- 1/2" bolts per weight block or welded to the car
  - Must be painted white and with the car # - no exceptions
  - Tubular front clip chassis must have a 25 pound weight bolted to the chassis
  - At a point of no more than 25 inches rearward of the center line of the front spindle  
(Note) The 25 pound weight is to equalize the difference in weight of the tubular front clip and the stock front clip

➤ **List of WEIGHT BREAKS/PENALTIES:**

- Rear frame OVER rear axle - 25 pounds
- Coil over shocks/springs suspensions +15 pounds per wheel (must run all 4)
- Stock clutch and flywheel -25 pounds
- Vortec with 2.02/1.60 valves +25 pounds
- Less than 107" wheelbase -1% left side weight

(Note: unless the chassis is a true perimeter chassis car)

🚩 **NOTE:** Minimum weight of 2950 lbs., including any and all weight breaks! The designated weight must be before and after qualifying and all race events.

❖ **ENGINES:**

- The engine used does not have to match the body
- Engine location:
  - The allowable engine set back is the Number One (1) spark plug must not be more than 1-inch behind the right and left upper ball joint centerline
  - Chrysler will be measured from the front of the head.

❖ **CRANK AND RIDE HEIGHT:**

- All cars must maintain a crankshaft center line of no less than 11 inches above the ground at ride height and without the driver
  - Must maintain a chassis-frame-skirting and body height of 4 inches above the ground at any point with no obstructions. Any obstruction, at any point under the car, below the 4" minimum height is considered to low. Regardless of what part of the car is obstructing the 4" wheel. The only exemption is if deemed by the technical inspector that race damage from the same night is the cause of the infraction.
- The absolute minimum crankshaft centerline height is 11-inches

❖ **ENGINE AND TRANSMISSION MOUNTS:**

- Stock or after market mounts are allowed
- Rubber or steel mounts are allowed

❖ **BLOCK:**

- Either 2 or 4-bolt V-8 cast iron engine OEM (stock) blocks are approved
- Six cylinder and big block engines are not allowed
- Aluminum engine blocks are not allowed
- The block may be bored to a maximum over bore of 0.060 inches
- The stock stroke for the engine being used is required
- There is no minimum cubic inch rule on the engines
- The maximum cubic inch displacement allowed is:
  - Chevrolet - 360 CID      Ford - 364 CID      Chrysler - 364 CID

❖ **HEADS - NOTE: Only the heads listed below are allowed:**

- All engines and head combinations:
  - Stock cast iron
  - Straight plug heads only with exception of Ford & Chrysler
  - Porting, polishing, port matching to the intake manifold and angle milling are not allowed
  - The factory valve angle is required only 3 angle valve jobs are permitted
  - No substances which would alter ports or runners "acid dipping" will be permitted

- The factory valve angle is required
- Titanium valves are not allowed
- Screw-in studs and guide plates are permitted
- All heads may run a 2.02 intake and 1.60 exhausts;
  - The Vortec head will carry a 25-pound WEIGHT PENALTY for this combination
- The valves stems must be no smaller than 11/32-inch diameter
- The 5/16-inch valve stems are not allowed

➤ **Chevrolet engines:**

- Chevrolet 461 or 492:
  - 1.94 intake and 1.50 exhaust valves are allowed
  - 2.02 intake and 1.50 exhaust valves are allowed
  - The minimum combustion chamber size is 55 cc
- Chevrolet Vortec:
  - 1.94 intake and 1.50 exhaust valves are allowed
  - 2.02 intake and 1.60 exhaust valves carry a weight penalty
  - The minimum combustion chamber size is 55
- Chevrolet Bowtie casting # 14011034:
  - 1.94 intake and 1.50 exhaust valves are allowed
  - 2.02 intake and 1.60 exhaust valves (Max) carry a weight penalty of 50 pounds or 62cc with no weight penalty
- Bowtie Vortec heads not allowed
- Iron Eagle head with 200 cc runners, casting # 10320010:
  - 1.94 intake and 1.50 exhaust valves allowed
  - 2.02 intake and 1.60 exhaust valves allowed
  - 180 cc Iron Eagle heads are allowed. Casting # 10120010
  - 180 cc heads MUST use the Edelbrock 7101 RPM Performer manifold or 2101 Performer manifold
  - The minimum combustion chamber size is 58 cc
  - The valves stems must be no smaller than 11/32-inch diameter The 5/16-inch valve stems are not allowed
- The Iron Eagle Platinum head with 200cc runners casting # 10320010P will be allowed with no penalty but must maintain a 62cc combustion chamber minimum
- World Products S/R straight plug stock replacement heads:
  - 1.94 intake and 1.50 exhaust valves are allowed
  - 2.02 intake and 1.60 exhaust valves are allowed
  - The minimum combustion chamber size is 55 cc

➤ **Ford Engines:**

- Windsor heads with 2.02-inch intake and 1.60 exhaust valves with 55cc combustion chamber
  - Casting # M6049-N351 & M6049-N352
- Windsor Jr. heads with 2.02 inch intake and 1.60 exhaust valves with 55cc combustion chamber will carry a 50 LB weight penalty

➤ **Mopar Engines:**

- Stock Chrysler heads must be used
- 2.02 Intakes and 1.60 exhaust valves allowed
- If the stock head is not used then the head with stock number P5249769 must be used with 65 CC minimum combustion chambers

- The W-2 Chrysler products head is not allowed
- Chrysler heads must use the pedestal type rocker arm shaft system

#### ❖ INTAKES:

- Porting, polishing, and/or port matching of the head and intake is not allowed for any make or model of engine
- Either cast iron or aluminum is allowed
- **Chevrolet:**
  - The Edelbrock Victor Jr. part number 2975 intake manifold may be used in combination with 461 type heads or the Dart S/R Head or the performer 2101 may be used
  - The Vortec heads may run the Edelbrock manifold part number 7116
  - The Performer RPM intake manifold part number 7101 or 2101 Performer may be run with Iron eagle 200CC & 180CC heads, may also be used on 461 type heads or the World Products S/R heads
  - Chevrolet Bowtie heads may run the Edelbrock RPM Performer 7101 or 2101 Performer intake
- **Ford:**
  - Use Edelbrock RPM Performer intake manifold part number 2981 on the 9.5" deck engine
  - Use the Edelbrock Victor Jr. Number 2980 on the 9.2 deck
- **Chrysler:**
  - The Chrysler engines may run an Edelbrock Part # 7176 or a P5249572, or the TEXAS SUPER RACING SERIES Technical Director/Inspector must approve any other manifold head combination in writing

#### ❖ CARBURETOR:

- Carburetor must be **TSRS** approved and conform to all TSRS Inspection tools used by TSRS
  - TSRS officials may use a carburetor provided by the respective manufacturer as a guide to determine if a competitors carburetor conforms to the specifications of the TSRS Technical rules
  - Either a box stock Holly Model 4412 - 500 CFM or the box stock 350 CFM model 7448 carburetor is allowed with the following exceptions:
    - Only the following changes to the carburetors are permitted (applies to both the 4412 and 7448):
      - The choke butterfly and shaft may be removed
      - The power valve and the jets may be changed; the power valve must be functional.
      - The butterflies may be drilled with one hole no larger than 3/16-inch diameter
        - The throttle shaft must remain stock with no thinning or cutting in any manner
        - The main body and metering block may not be reworked in any way
          - They must remain box stock.
        - The amount of holes and their location must remain as manufactured
        - Additional holes and passages will not be permitted
        - Additional screw-in pressed in bleed holes in the main body or metering block will not be permitted.
        - Booster type may not be changed.
          - Booster size and shape must not be altered.
          - Height and location of the booster must remain as manufactured.
      - A carburetor spacer of not more than 1.250-inch, including gaskets, is allowed for as spacing between the carburetor base and the manifold surface

- The holes in the spacer must be the same dimensions from top to bottom of opening (no tapered hole spacers)
- A cool air box may be installed to pickup outside air at the cowl
- Funnel and ram air devices are not allowed

❖ **CRANK SHAFT:**

- A steel or cast iron crankshaft is allowed
- The minimum weight of the crankshaft is 48 pounds
- Knife edging, contouring, or stream lining is not allowed
- All crankshafts must be within .0060 of OEM on the rod and main journals
- No small journal crankshafts allowed

❖ **CAM SHAFT AND LIFTERS:**

- Flat tappet camshafts only
- Roller cams and roller lifters are not allowed
- Stock diameter lifters are required
- Mushroom & radius lifters are NOT allowed
- The push rods must be steel
- Additional springs, other than the valve springs, to control the valve or lifter action are not allowed
- Lifter valleys may be de-burred and oil screens installed
- Roller rocker arms and stud girdles are allowed
- Shaft type rocker arm assemblies are not allowed

❖ **TIMING CHAIN/GEARS:**

- Belt and gear cam drives are not allowed
- Stock and roller timing chain sets are allowed

❖ **BALANCER:**

- Fluid Damper type harmonic balancer is allowed

❖ **PISTONS:**

- Flat top or dished pistons are required. Valve relief is allowed in the piston top
- No part of the piston may rise above the top of the block at any time
- Steel wrist pins are required

❖ **RODS:**

- All rods must be steel
- Maximum rod length is no more than 6.25 inches
- All crankshaft rod journals cannot exceed more than .060 under size
  - **Note:** This ruling would include the "Honda rods or any equivalent"

❖ **ROCKER ARMS:**

- Stock rocker arms are allowed
- Roller rocker arms are allowed
- Roller tipped rocker arms allowed

❖ **VALVES:**

- Titanium valves are not allowed
- See the head rules for specific head-valve combinations

❖ **OIL PAN AND OILING SYSTEM:**

- Any wet sump steel oil pan is permitted
- Dry sump and external oil pump systems are not allowed
- The oil pan must have a 1-inch inside diameter (ID) round inspection hole to allow for inspection of the crankshaft and rods
- The inspection hole must be located to allow easy inspection of the interior
  - If there is no inspection hole or the location makes inspection difficult the oil pan must be removed for inspection
  - At the discretion of Director of Tech - a car may be required to remove the oil pan for internal engine inspection

❖ **CHASSIS:**

- Wheelbase 105 inches (with NO tolerance)
  - Chassis must be the same on both sides
  - If a 108 "chassis (1" tolerance)
    - Anything less than 107 will be considered 105" wheelbase with the 0 tolerance rule
- The wheelbase is measured from the center of the front spindle to the center of the rear axle
  - The shortest side is considered to be the wheelbase length

❖ **FRONT CLIPS:** (if in question, contact Jack at 512.281.5489!)

- Tubular Front Clips
  - Will be allowed with an additional 25 pounds of weight
    - Bolted to the chassis at a point of no more than 25" rearward of the center line of the front spindles
- Stock front-end Clips
  - There is no penalty for a stock front-end clip, as long as it is a factory stock or an OEM replacement
- All frames must be acceptable to TSRS tech officials
  - Any frame rejected will not be approved until necessary corrections have been made
  - All frames must meet requirements described in the following guidelines
    - The stock (OEM) frame may be tubular from the main roll cage front mounting points to the rear bumper area
    - The rear frame may be wider or narrower than the front frame
    - Any frame that does NOT run under the rear axle will receive a weight break of 25 pound (i.e., under slung).
- A GM-type front steer tubular front sub-frame
  - Must be constructed:
    - Using two (2) inch wide by four (4) inch height magnetic steel tubing with a minimum 0.083 inch wall thickness meeting the ASTM A-500 specifications
      - All front steer assemblies must maintain a dimension of 32 inches from the center of the left side frame rail to the center of the right side frame rail at any point from the frame side rail kick-outs extending forward in front of the steering assembly.
      - The front frame extensions using two (2) inch wide by three (3) inches high by minimum 0.083 inch wall thickness magnetic steel tubing meeting the ASTM A-500 specifications may be welded to the end of the sub-frame but should angle down a maximum of 18 degrees.
      - The front sub-frame must be attached in the center of the frame at the frame side rail kick-outs and extend forward a length of 16 inches on one side with the opposite side no more than one inch difference and angle upward at between 22 and 25 degrees

- At this point, a piece of tubing 27 inches long must be welded and extended straight forward in front of the steering assembly
- A distance of 25 inches must be maintained from the leading edge of the kick-out to the centerline of the front cross member.
- The sub-frame cross member must be mounted at the centerline of the front cross member
- The sub-frame cross member must be mounted at the centerline of the front sub-frame at a 90 degree angle and must be constructed using two (2) inch high by three (3) inch wide magnetic steel tubing with a minimum 0.083 inch wall thickness meeting the ASTM A-500 specifications
- It is permissible to install a cross member center section using three (3) pieces of one (1") inch by 0.120" thickness magnetic steel tubing welded together with a 1/8" magnetic steel plate to each end
- A minimum of four (4) 3/8" diameter bolt holes, (2 on each end) must be drilled for attaching the cross member together (this will permit easy removal of the engine oil pan)
- A cross member center section made of 1/2" thick by 3" wide magnetic steel plate welded to the left and right of the front cross member, and supported by a 1/4" thick by two (2") inches on the front, measured from the centerline of the sub-frame to the mounting hole
- When measuring either the right or the left side, the distance from the centerline of the bottom ball joint to the centerline of the sub-frame must be equal
- The maximum tread width is 66.5-inches from the center of the left tire to the center of the right tire measured at ground level at the front and rear of the car
- Front thread width at 66.5 measured at ground level will have a 3/4" tolerance
- The minimum material thickness in the center section of the frame must be at least 2X3X0.120-inches

#### ❖ ROLL CAGE:

##### ➤ **CAGE MATERIAL:**

- The minimum roll cage thickness is 1-5/8 X 0.095-Inches mild steel tubing
- At the discretion of the Technical Inspector, cars with unsafe appearing cages will not be allowed to compete

##### ➤ **CAGE DESIGN:**

- The roll cage will be a four-post design
  - A 1/8-inch steel plate must be welded to the top of the roll cage above the driver and covering at least 25% of the 4-point cage, the plate must be between the roof and the top of the roll cage
  - This plate may either be bolted or welded
- Front and rear protection bars are required
- All of the bars must be inside of the body
- If a jacking stub is used, it must not extend beyond the body.
- External "nerf" bars are not allowed
- Front hoops inside of the engine compartment are allowed
  - The front hoop may not extend past the front or side of the body
- Rear hoops inside of the trunk area are allowed
  - The rear hoop must not extend past the rear bumper or the body

➤ **DOOR BARS:**

- There must be at least 4 horizontal door bars on the driver's side, and at least 3 horizontal door bars in the passenger's door
- The bottom 3 door bars on the driver's side must be covered with a 0.125-inch thickness steel plate
  - The plate must be welded or bolted to the outside of the door bars, between the door skin and the door bars

❖ **BODY:**

➤ **YEAR AND STYLE:**

- American made passenger car production models from 1990 to current
- No Five-Star Monte Carlo DOWN FORCE bodies; NO DOWN FORCE body of any kind are not allowed
- No trucks
- After market steel, fiberglass, or aluminum bodies are allowed
- The bodies must be Five Star or equivalent (Equivalent being a 1990 year model or newer)
- ABC bodies are allowed
- Carbon fiber body parts are not allowed
- Bodies must remain as produced by manufacturer. Bodies must not be deformed or altered in any manner for any reason. Must be acceptable to TSRS officials.

➤ **EXTERIOR:**

- All cars are expected to be neat appearing
- A maximum of 2-1/2 inch scooped hoods will be allowed
- Minimum roof height is 47-inches measured 10-inches from the front of the windshield
- The rear spoiler may not exceed 60-inches in width and may not exceed 5- inches in height
- The rear spoiler may be metal or Lexan
  - Rear spoiler bracing is allowed on the rear of the spoiler only
- The maximum distance from the top of the rear spoiler to the ground is 40 inches at ride height
- Excessive exterior damage that is sustained during the race will be required to be repaired before the car can continue
- The Technical Inspector, with the help of on-track officials, will make the decision as to what is excessive
- The Technical Inspector's decision is final and binding

➤ **INTERIOR:**

- The front and rear fire walls must be at least 22-gauge steel sheet metal, or may be a stock firewall
- The floor pan and the firewall must be completely sealed
- A metal dashboard is optional
- Electrical switches must be mounted within easy reach of the driver
- The interior may be sheet metal or aluminum (See the firewall and door rules for specifics to each)

➤ **WINDOWS:**

- Each race car is required to have a front windshield
  - The windshield must be made of Lexan with minimum thickness of 1/8 inch
  - The windshield must have at least two inside center braces
- The rear window is optional and if installed must not flex or distort at speed
- Door windows are not allowed
- Window air ducts are allowed
  - But must not cover more than 25% of the window opening

- **BUMPERS:**
  - All bumpers must be inside of the body
  - The front and rear bumpers must be made of 1 3/4-inch round tube
  - A fuel cell protection bar(s) is required
  
- ❖ **STEERING & SUSPENSION:**
  - **TRACTION CONTROL:**
    - NO traction control devices are allowed
      - **NOTE:** Refer to ELECTRICAL & IGNITION section
  - **STEERING:**
    - OEM type steering box is required
    - Rack and pinion steering systems are not allowed
    - Aluminum rods and rod ends are allowed
    - Steering Box shall be mounted in original mounting holes on the stock or fabricated clip being used
  - **SHOCKS:**
    - Any racing shock is allowed with the exception:
      - No reservoir type shocks
  - **FRONT:**
    - Aluminum spindles are not allowed
    - After market spindles and hubs are allowed w/5
    - Upper control arms may be tubular
    - The lower control arms must be stock or stock type mount
    - Weight jacks are allowed but they cannot be adjusted from inside the car
    - The minimum coil spring diameter is 5-inches outside diameter (OD)
    - Any sway bar is allowed but it cannot be adjusted from inside the car
  - **REAR:**
    - Leaf or coil springs may be used
    - Weight jacks are allowed
      - But they cannot be adjusted from inside the car
    - Coil over springs are allowed. **\*\*\* (SEE PENALTY SECTION)**
      - The minimum coil spring diameter is 5-inch outside diameter (OD) unless coil over eliminator is used
    - A three-point or four-point rear suspension is allowed
      - With no shocks, springs, or rubbers
    - Truck type trailing arms are allowed
      - But they must be stock length
    - Trailing arms cannot be longer than 27.5 inches from eye to eye
    - Pan hard bars are allowed on all cars
  - **BRAKES:**
    - After market brake systems are allowed
    - Rear disc brakes are allowed
    - Only air duct brake cooling is allowed
    - Brake fluid circulators or other brake component cooling devices are not allowed
    - No more than 1 piston per caliper
    - Rotor thickness min. of 3/4"

➤ **RIDE HEIGHT:**

- See the rules applicable to the:
  - rear spoiler height
  - roof height
  - crank height
  - chassis and body height

➤ **WHEELS & TIRES:**

- All wheels must be steel racing type
  - With a maximum of 8-inch width, measured bead-to-bead
- Any wheel offset is allowed anywhere on the car
- Wide-five hubs and wheels are allowed
- Air pressure relief valves are not allowed
- Softeners and chemical treating are not allowed (No Exceptions)
  - A minimum durometer reading of 55 will be used on cold tires
- The Official tire for the TEXAS SUPER RACING SERIES is the Hoosier F53
- Each team must start the event on their qualifying tires unless otherwise stated in the drivers meeting.
- Once Qualifying is held, tires will be marked and a team will only be allowed the four (4) qualifying tires, plus flat replacements. Extra tires may be allowed for long distance events.
  - If a team changes a tire that is not damaged or flat (unless approved by the Director of Competition), that team will be penalized two (2) laps for each tire changed.

❖ **ELECTRICAL & IGNITION:**

- A maximum of one battery is allowed
- One standard 12 volt not to exceed 13.5 volts
- An alternator or generator is optional
- A master electrical power cut-off switch is required and should be mounted within easy reach of the driver and be accessible from outside of the car
  - When this switch is in the off position all electrical power in the car must be off
- A heavy-duty starter and ignition switch is required
  - The ignition switch must be mounted within easy reach of the driver and be accessible from outside the car
- The battery should be mounted in the rear of the car behind the driver.
- Any starter is allowed
- **Ignition systems:**
  - Stock ignition systems are allowed
  - HEI ignition systems are allowed
  - MSD ignition systems are allowed
  - MSD (6A, 6AL & 6ALN) ignition systems are allowed
  - ALL MSD (6AL) (will have a weather type sealed connector installed) in wiring
  - ALL MSD will be mounted inside the driver's compartment as follows:
    - Away from drivers reach
    - On passengers side of car
    - Must be in plain view with no covers
    - On or near the dash area
  - Only one MSD per car (No Exceptions)
  - Only one ignition coil per car (No Exceptions)
- 🚧 **NOTE:** It will be the TEXAS SUPER RACING SERIES Officials' discretion to change out car's MSD with a TSRS owned MSD

- At any time, if a car is suspected to have a TRACTION CONTROL installed, the driver/car owner will be asked by a TSRS Official to replace the MSD in question, with a TSRS owned MSD, for the event which will then be held until properly inspected by TSRS Officials or those employed by TSRS
  - If it is found that a car has TRACTION CONTROL
    - A \$5,000.00 fine will be assessed
    - The driver, car & car owner will not be allowed to complete in the next TSRS event
    - The MSD will then become the sole property of TSRS (NO EXCEPTIONS)
    - Crank trigger and magneto type ignition systems are not allowed
    - Adjustable timing control boxes and/or other after market external ignition systems are not allowed

❖ **COOLING:**

- The radiator must mount in the stock location
- The fan blade must not be exposed above the radiator
- Electric radiator cooling fans are allowed
- Mechanical water pumps only
  - Water pump may be steel or aluminum
- The pressure relief tube from the radiator catch-can must exit from under the hood at the lower right side of the windshield (on the passenger's side of the vehicle)
- Ethylene Glycol or antifreeze type coolants are not allowed
- Water is the only fluid permitted in the radiator but "Water Wetter" can be used to improve engine cooling

❖ **EXHAUST:**

- Maximum diameter for the header tube is 1-3/4-inch
- Header wrap on the header tubes is not allowed
- The exhaust pipe must extend past the driver and exit in front of the rear wheels
  - The exhaust must not stick out past the body line of the car
- Mufflers are required
- Exhaust must be muffled to a maximum of 96-decible sound at 100 feet with the car at full acceleration
- Two into one, cross over, X and H pipes are allowed
- Over the top headers are allowed
- 180 degree headers are NOT allowed
- 360 degree headers are NOT allowed
- **NOTE:** Header Clarification:
  - Howl enterprises Iron Lung Headers and those in that same price range are NOT Legal
  - Tri-y header or Twice Merged headers will NOT be allowed

❖ **FUEL SYSTEM:**

- Electric fuel pumps are not allowed
- Fuel cooling devices are not allowed
- The maximum size for the fuel cell is 22 gallon
- The fuel cell must be enclosed in a steel container
- The fuel cell must have minimum of 2 (two) 1 inch steel protection bars that run under the cell
- Fuel cell cage must have a minimum 1/8" steel plate or minimum of 1/4" aluminum plate bolted or welded to the fuel cell cage between cage & rear-end center section
  - Plate on rear of fuel cell cage is highly recommended

- The fuel cell must have a roll over valve with the vent hose extending outside of the left rear of the car
- The fuel cell must have at least 9-inches of ground clearance without the driver
- The fuel cell must be mounted within 4 inches of center, left to right
- A fuel cell protection bar(s) on the rear of the chassis is required

❖ **FUEL:**

- There will be one type of fuel allowed
  - Must be purchased from the Series Distributors
    - SS Motorsports – Austin
    - Oval Components - San Antonio
  - Must not exceed 760 specific gravity
  - NO Additives will be allowed

❖ **CLUTCH & FLYWHEEL:**

- A steel scatter shield is required
  - The scatter shield must have an inspection hole of at least 2-inch diameter in the bottom of the scatter shield to view the clutch assembly
- Must be covered 360 degrees
  - Applies to Stock type Clutch and Mini Clutch systems
- The flywheel must be nodular steel and must weigh at least 15 pounds
- The minimum pressure plate weight is 13 pounds
- Stock type clutch systems are allowed. This option will receive a 25 pound weight break.
- Aluminum parts are not allowed
- Mini Clutch and/or Multi Disk Clutches are optional. Must be a minimum of 5 ½ inches.
  - Must be a minimum 5½"
- The minimum starter ring gear out diameter will be 12 7/8" for GM and Dodge models and 13¼" for Ford Models
  - Must be made of Aluminum or Steel

❖ **TRANSMISSION:**

- Only Standard Production OEM type 4 speed transmission including Richmond T-10 (formally Borg-Warner) manual 4 speed transmissions will be allowed
- Standard production OEM 3 speed transmissions will be permitted
- Only OEM type steel angel cut (helical cut) forward gears manufactured for the transmission will be permitted
- Square cut forward gears will NOT be permitted
  - \*\*Drilling or grinding of any transmission part for the purpose of weight reduction will not be permitted
- All gears for the transmissions being used must be functional, including reverse
- Special production and other after market transmissions will NOT be permitted
- Top Loader transmission will NOT be permitted

❖ **DRIVE SHAFT:**

- A steel drive shaft is required, with a minimum of 2½"
- Carbon fiber, aluminum, and other non-steel drive shafts are NOT allowed
- The drive shaft must be painted white
- Two drive shaft hoops are required, one front and one rear

❖ **REAR END (DIFFERENTIAL):**

- Quick-change rear ends are allowed
  - Must be a rear end loading type
  - Axle tube can be aluminum or steel Front snout shall be steel
- Floater type rear ends are allowed
  - The center section of a Ford 9-inch rear end may be aluminum
- Rear end coolers are allowed
- Traction control devices are not allowed
- No cambered rear ends

❖ **SERIES REGISTRATION:**

- All cars must have a 2009 registered number
- The Car Registration fee is \$125.00 prior to January 1, 2009, and the fee increases to \$150.00 starting on January 2, 2009. The registration fee includes:
  - One assigned number per race car
  - One set of the 2009 TEXAS SUPER RACING SERIES Technical Rules
  - One set of the 2009 TEXAS SUPER RACING SERIES Race Procedures

❖ **CAR NUMBERS:**

- Only one or two-digit car numbers are allowed – no duplicate numbers
- The registered number is assigned at the time the Driver/Car Owner registers the car
- A car number registered for the 2008 season must have entered and competed at a minimum of one event in order to have first choice of that same number for the 2009 season
  - Deadline is January 1, 2009
  - Numbers registered for the 2008 season are available for 2009 the pre-registration period from November 22, 2008 through January 1, 2009
  - On January 2, 2009, all remaining unregistered numbers will become available on a first come basis
- Car numbers must be painted a contrasting color to the car
- Car number placement/sizes and/or other required series decals
- Both doors - minimum 18-inches in height and be clearly legible from the front grandstand and the scorers booth
- On the Roof - minimum 18-inches in height and be clearly legible from the front grandstand and the scorers booth
- On the front windshield - minimum 6-inches in height, placed in the upper corner on the passenger side of the car, and readable from the front of the car
- On the rear of the car - minimum 6-inches in height placed on the drivers side of the car and readable from the rear of the car
- The series name (supplied by the series) across the very top of windshield and all series decals must be displayed at all TEXAS SUPER RACING SERIES Late Model events

❖ **LETTERING:**

- Sponsor information and driver names are encouraged
- The lettering must not cover the number nor make the number difficult to read from the scoring tower
- The Director of Scoring can request that lettering be removed or modified to be legible from the scoring tower at any time

❖ **TEAM UNIFORMS:**

- Each team **is required** to have uniformed matching team shirts, with minimum of matching team or sponsor t-shirts
  - Teams not in uniformed matching team shirts or matching team shirts will not be allowed to join their driver on the track for introductions and or ceremonies

❖ **TRANSPONDERS:**

- Each car must have a transponder
  - They may be purchased (see information below)
  - They may be rented at \$50.00 per event
    - There are a limited amount for rental
      - To reserve a transponder, you must send an e-mail to [maluvsracingataol.com](mailto:maluvsracingataol.com) or call 512.844.3582
  - Transponder must be on the car during:
    - Race Day "Testing & Tuning"
    - Qualifying
    - During any and all race events
    - Transponder must be mounted no more than 16 inches forward of the center of the rear axle with no obstructions below it and the track surface.
  - Contact information to purchase a transponder:
    - AMB America  
3200 Highlands Parkway, Ste 104  
SMYRNA, GA 30082  
TEL: +1. 678. 816. 4000  
FAX: +1. 678. 816. 4001  
E-Mail: [supportatamb-us.com](mailto:supportatamb-us.com) - TSRS support person is Balton at Extension 313  
Order on internet at [www.amb-it.com](http://www.amb-it.com)

*Approved and updated November 20, 2009, by MAN Racing Promotions*



## 2009 TSRS LATE MODELS RACE PROCEDURES & BY-LAWS

### ❖ SERIES REGISTRATION:

- Driver/Car Owner season car registration fee is \$150.00 (pre-registration through January 1, 2009, is \$125.00)
  - With this fee a car number is assigned.
  - A set of 2009 Rules & Regulations are provided.
  - A set of 2009 Race Procedures & By-Laws (*included with 2009 Rules & Regulations*)
  - TSRS **does** offer a non-registered opportunity for those not running the entire season with TSRS (no more than 3 events)
    - No points are awarded

### ❖ RACEDAY GARAGE/PIT AREA ENTRY:

- Drivers pre-entered and those not, must sign in and pay the track to enter the pit area at the pit window.
- Driver or Car Owner must go directly to the TSRS Tech/Office trailer for TSRS check in.
- All cars must go through Safety Tech at each race event prior to qualifying, unless approved by Director of Tech/Pit Operations.
- The last Driver to enter the event will qualify first.
  - **Note:** The order in which the Driver signs in at the Pit Window does NOT reflect what position the Driver qualifies.

### ❖ MEETINGS:

- Drivers/Spotters Meeting and Spotter/Rookie Drivers Meeting and Race Entry Process:
  - Should a DRIVER/SPOTTER MISS THE DRIVERS/SPOTTER'S MEETING OR THE SPOTTER/ROOKIE DRIVERS MEETING which follows directly after the Driver/Spotter Meeting and/or HAS NOT COMPLETED THE RACE ENTRY PROCESS by the time of the Drivers/Spotters meeting:
    - Those car(s) will lose one (1) lap of qualifying and, depending on the situation, they could be required to start scratch in the "Last Chance" race" (if required) or the main event, regardless of their qualifying time.
    - That Driver may still take their two laps for the track time.
    - Loss of 1 lap – the first lap will be used as the qualifying time.
    - Loss of both laps - their time will not be used for their starting position.
    - They will go on the track last.
- Spotter/Rookie Drivers Meeting - which is directly following the Driver/Spotters meeting:
  - All Spotters and all Rookie Drivers (first year with TSRS) must attend all Drivers/Spotters meetings, which will follow each drivers meeting.
  - All cars driven by Rookie Drivers (first year with TSRS) will be required:

- To have a 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.
  - If a Driver did not compete in more than 3 TSRS events prior to this season, they 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.

❖ **RACE ENTRY:**

- Entry forms for each race will be available at each race prior to and will offer a discount on the Race Entry fee.
- They will be also be available on the TSRS website at [www.manracingpromotions.com](http://www.manracingpromotions.com).
- Entry Fee:
  - \$135.00 at the event prior to or from website.
  - \$150.00 after prior event and on Raceday.
  - Sorry, no refunds or carry over

❖ **QUALIFYING:**

➤ **QUALIFYING LINEUPS:**

- 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 could be required to start at the rear of the field of the main event, depending on if qualifying has begun. Unless pre-authorized by the TSRS Pit Steward, the car will be marked on the window shield.
- Spotters should have their scanners on prior to the line-up time that is on the schedule/announced at Drivers/Spotters meeting and/or posted on the TSRS Tech Trailer.
- Remember: track schedules are ALWAYS subject to change by TSRS or Track, 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 line up.
- All transponders must be on the car prior to line up!
  - It is MANDATORY that transponders are on during all scheduled "Testing & Tuning" on Raceday. This gives us an opportunity to catch any low batteries or technical difficulties prior to qualifying.
  - The last "Test" session, anyone without their transponder will be pulled from the track, until they conform.
  - Times will be posted after each session at the tech trailer or office.
- The line-up order for qualifying:
  - By order of Race Entries.
    - First Entry received will time in last.
- Qualifying will be held prior to the race events, unless unforeseen conditions or circumstances arise, making this impossible.

➤ **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 a driver goes onto the track, and receives the Green flag and has problems and has to return to the pit area, that driver's track time is considered completed for qualifying and must start scratch
- Line up for an event will be determined by the fastest time.
  - Followed by the dice drawing. (See below)
    - If during a driver's qualifying, an error is detected due to a technical situation or track conditions and it is decided by TSRS that a car needs to re-qualify one or both laps, that car will be sent to the next possible position to re-qualify (they do not go to the rear of the field-they will be fed in at the discretion of the Race Director or Pit Steward)
    - 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 each individual track.
    - The TSRS Tech Inspector will hold the top six (6) cars after time trials to inspect anything on the car the TSRS Tech Inspector desires. (NO ONE IS ALLOWED TO TOUCH THE CARS WITHOUT PERMISSION OF TSRS OFFICIALS)
- Race day: Drivers pre-registered and not pre-registered must sign in and pay the track to enter the pit area at the pit window and then go directly to the TSRS Tech/Office Trailer or designated area, see Pit Steward if any question.
  - The last registered driver will time in first. Note: How the driver signs in at the Pit Window does NOT reflect what position the driver qualifies.
- If qualifying is not possible:
  - Lineup will be by points leader to the inside pole.
  - Followed by the drawing of the dice (see below)

➤ **QUALIFYING BY PIT STOP COMPETITION:**

- All paid entries will qualify.
- Driver gets green flag while on pit road or straightway (depending on track).
- Crosses timer - driver pulls car to the marked off tire changing area.
- Driver's crew (max of 3) changes the right rear tire.
- Driver continues onto the track, crosses the finish line.
- Exits track to pit road/pit area.
- Lugs will be checked, penalties will be accessed.

➤ **POST-QUALIFYING PROCEDURES:**

- Driver must start the race with tires used to qualify.
- All cars will be impounded once qualifying is completed. (Unless it is decided and announced by TSRS Officials.)
- Prior to race time Crews can:
  - Check and adjust air pressure.
  - Add drinking fluids for the driver.
  - Clean windshield.
- Each event may have its own unique qualifying situation which will be posted on the entry forms and the website: [www.manracingpromotions.com](http://www.manracingpromotions.com) .
- All paid entries will qualify.
- After all qualifying:

- The TSRS Tech Inspector will hold the top six (6) cars after time trials to inspect anything on the car the TSRS Tech Inspector desires. NO ONE SHALL TOUCH THESE CARS UNTIL INSTRUCTED BY TSRS OFFICIALS and can be disqualified!
  - Once again, all cars are impounded once qualifying & tech is completed. (Unless it is decided and announced by TSRS Officials)
  - TSRS Draw for Top 6 qualifiers:
    - Once all Drivers are lined up on the racetrack, or once tech is deemed completed, the fastest qualifier will draw one dice from six determining their starting position, followed by 2<sup>nd</sup>- 6<sup>th</sup>.
  - IF POSITIONS ARE DRAWN ON THE TRACK, SPOTTERS MUST BE PREPARED to inform the Driver who they go behind
  - Should there be over 28 cars, it could be decided by TSRS Officials to run a "Last Chance" Race. The top 20 qualifying cars will be locked in, the remaining will compete heads up in a "Last Chance" race, minimum 10 laps and for each additional car over 10, one lap will be added with a maximum of 25 laps. Prior to qualifying, the number of cars to run the main event will be announced at the Drivers/Spotters meeting.
- ❖ **DRIVER INTRODUCTIONS:**
- All uniformed teams to the right side of the car unless posted or announced otherwise.
- ❖ **FEATURE EVENT LENGTH:**
- All feature events will consist of 75 laps, with yellow flags counting until the last 10 laps. Should it be decided to run 100 laps, there will be a Competition Yellow Pit Stop.
    - Five-minute pit stop - once the last car has come to a stop.
    - Director of Tech/Pit Operations will sound the horn.
  - Pit Stop Competition - 75 laps, with yellows counting until the last 10 laps
    - Unless otherwise stated on entry form & website.
  - Laps may be adjusted if decided by Race Director
    - Prior to race time - crews may:
      - Check and adjust air pressure.
      - Add drinking fluids for the driver.
      - Clean windshield.
  - Yellows will count until the last 10 laps, unless otherwise stated on entry form and website – [www.manracingpromotions.com](http://www.manracingpromotions.com))
- ❖ **RACE LINE-UP:**
- The Pit Steward is in charge of lineup and pit road.
  - Every car must be in line unless 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 should have their scanners on prior to line-up time that is on the schedule/announced at drivers meeting or posted on the TSRS Tech Trailer.
    - Remember: track schedules are ALWAYS subject to change by TSRS or Track, if 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 line up.
  - All transponders must be on the car prior to line up!
    - They are required each time a car enters onto the track for "Testing & Tuning."

## ❖ SPOTTERS:

- Each car must have their Spotter w/communication with their Driver in the designated Spotters Area before the car enters the track for a "last chance race" (should car count require) and/or the main event. (NO EXCEPTIONS-unless 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 are moved straight forward, no crisscrossing on the track! If a car stalls while entering the track, all cars move onto the track and 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) it must be reported to the Pit Steward prior to the cars entering the track and that car will start scratch.
- Once the cars have entered the track and the green flag has been **completed** (meaning, the last car has crossed the start finish/line), no Driver change or car change can take place.
- If 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 and/or on pit road and the Pit Steward must be notified.
  - Pit Steward or Director of Tech and Pit Operations must insure that the Driver is safely in the car prior to re-entering the track & the Driver goes to the rear.
  - 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 tach and remember the RPM at which the pace is at.
- Once the Pace Vehicle turns off their flashing lights and speeds up preparing 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 a 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 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 Flag Person and must maintain that RPM until the Green Flag is waving by the Flag person.
- The Flag Person can decide that the pace is either too fast or too slow, and he/she will notify the Director of Spotters to have the inside pole car or the outside pole car to adjust their speed.
  - If the situation is not corrected, that driver (or drivers) will receive one warning by flag.
  - If it continues they can be sent to the rear of the field and the cars all move straight forward, no crisscrossing.
- The field will be given a minimum of (3) warm up laps after the "Fan Appreciation" lap (which is lap #1).

- When possible, all TSRS Officials will be on the track for this lap, inside cars to the left side of the Officials and outside cars to the right side of the Officials.
  - DO NOT use this lap to warm tires!
  - PLEASE PAY ATTENTION & HELP TO MAKE THIS A TRIBUTE TO YOUR RACE FANS, ALL DRIVERS WAVE TO THE FANS – WATCH for OFFICIALS!

## ❖ FLAGS:

### ➤ GREEN FLAG:

- Green flag starts and re-starts a race.
- The Green Flag will be given when the lead cars are between Turns 3 and 4 and/or the flag stand. The Green Flag signals the Start of the Race.
- Drivers DO NOT accelerate until the Green Flag is displayed dropped and waving by the Flag Person.
- As the Green flag is dropped, there will be NO passing to the inside lane until the start/finish line by any car. This will be considered jump starting.
  - Any car(s) that jump starts will cause a warning to be issued to the driver(s) and the race will be restarted in the original line-up.
  - A second jump start by the same car(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 or Race Director 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, this 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, the last car on the track must have passed the start/finish line.
- At the start of the race or on a re-start, 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 until 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.
  - Any car that jumps (in an attempt to gain a position) will be penalized two positions for each position gained at the next yellow or 1 position for each position gained at the final rundown of the event, whichever comes first.

### ➤ 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!
  - 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 position, if time allows 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 go Yellow 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 at no time races 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 completed.)
- When a Yellow Flag is displayed, (REDUCE SPEED) and line up 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 by getting in line as directed by the TSRS Official as soon and as safely as possible. Your spotter 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. A second warning could result in that car(s) being sent to the rear of the field. Third warning that 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. Race Director or Tower will inform the Spotter as to what car they need to go behind.
- 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.
  - Under such circumstances that a call cannot be determined, all cars involved may be sent back to their positions from the last completed green lap or depending on the previous lap competition, and or a decision can be made to send all cars involved to the rear of the field.
  - 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 determined to be the cause of a Yellow Flag or Red Flag situation may be restarted at the rear of the line-up.
    - 🚩 **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.
  - 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 either the outside or inside (as determined at drivers meeting) the slower lane of that track.
  - If a car is causing a hazard to other cars:
    - The Flag Person may continue to display the move over flag to the Driver.
    - If it is determined that the Driver is creating an unsafe condition, the Flag Person will announce the car number of the car about to receive the ROLLED UP BLACK FLAG. Spotter should inform their driver that they are being warned by TSRS 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 to the pit area/pit road 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 up/down, depending on the track's move-over policies.
- **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 Flag Person to the Spotter, the car **MUST** 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 4th lap after the Black Flag has been displayed.
  - 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.
  - 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 designated spot in the pit/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 4th lap after the first showing of the Black Flag.
  - Cars that are way off of the pace and are not able to keep up and it is decided by the TSRS Officials that they are a possible hazard can 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 which 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
- Top three cars to the front straight away for pictures and Trophy presentations, unless otherwise instructed by a TSRS Official. Top 5 cars will be held for post race inspection.
- NO ONE SHALL TOUCH THESE CARS UNTIL INSTRUCTED BY TSRS OFFICIALS!

❖ **RACE MISHAP/EMERGENCY:**

- Although unfortunate, emergencies and mishaps are destined 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) they or their spotter will need to inform a TSRS Official. It must be approved Race Director, Asst. Race Director or MAN founders/Director. Although approved, if the race is about to get restarted and Driver(s) are not completely buckled in, they will be sent to the pit area/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)
  - Under yellow:
    - 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.
    - 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.

❖ **STARTS & RESTARTS:**

- The first and second start or restart of a race will be double file.
- The third and subsequent restarts later in the same race will be single file.
- A race will be restarted once deemed the track is race ready or unable to complete the race, by the Flag person, Race Director, Asst. Race Director or MAN Founders/Director if conditions arise out of TSRS control.
- 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 or pit road (depending on which track we are at) during a Yellow Flag condition will be restarted at the rear of the line-up including before the green flag is dropped.
  - Cars may be worked on under red conditions in the Pit Area/Pit Road.
    - Anyone that makes a pit stop must reenter to the rear of the field.
    - Any time a car re-enters a race under a Green/Yellow Flag, and that car causes an accident upon re-entry, that Driver will be Black flagged (disqualified) for the night and those others involved will get 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.
  - 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.
  - 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 but may not to or from the grandstands. On special occasions access may be granted between the pit area and the grandstand with a pit pass.
  - A pit pass will only be issued to someone under the age of 18 after the release form is completed and filed with TSRS and/or the racetrack facility and if required, notarized (TSRS tech trailer does have a notary. This rule may not apply at all tracks that host TSRS races. If the track does not allow under a certain age, we must adhere to their regulations).
- ❖ **EXPERIENCE OF DRIVERS:**
- Drivers must be at least 16 years of age or have special permission from TSRS Director of Technical /Pit Operations. (Does not apply to all tracks which TSRS may compete at; if the track does not allow under a certain age of drivers, we must adhere to all track regulations!)
  - If under 16, after showing proof of experience, and pass a drivers test and with final approval of TSRS Race Director or Founders. (Does not apply to all tracks which TSRS competes at; if the track does not allow under a certain age driver, again, we must adhere to all track regulations!)
- ❖ **CONDUCT:**
- Each driver is responsible for the conduct of their Crew and anyone signing-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 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 that decision will be decided by Race Director, Asst. Race Director or MAN founders/Director as to who is at fault and must take responsibility.
  - Physical contact can result in expulsion for 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 of up to \$500.00. The fine money shall be deposited into the driver's point fund.
  - Any driver involved in an altercation on the track, such as throwing a helmet, steering wheel, 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 and the loss of all points and purse money accumulated for that night.

- ANYONE STRIKING A TSRS OFFICIAL/STAFF CAN BE EXPELLED FOR THE REMAINDER OF THE RACE SEASON.
- Any Driver or Crew, entering the flag stand, announcer's booth, or scorer's stand to argue a point may be disqualified for the night.
  - This disqualification carries the loss of all points and purse money accumulated for that night.
- Any Driver or Crew, guilty of any of the above, may also be subject to a \$500.00 cash fine.
- The fine money shall be deposited into the driver's point fund.
- All fines must be paid before the Driver will be allowed to compete with TSRS.
- 🚩 **NOTE:** It is the responsibility of the Driver for their Crew/Family members or anyone associated with them or their car.

#### ❖ GARAGE/PIT AREA & PIT ROAD RULES:

- The speed limit 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 can 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 could be liable for a cash fine of \$100.00.
  - The fine will be deposited in the driver's point fund.
  - Each track may also subject a penalty or fine.
- TSRS or any track that TSRS competes at cannot be responsible for damage to tow vehicles, race cars or bodily injuries on their premises.
- Pit spaces are assigned by Raceway Officials. At each track use only the assigned pit space by TSRS Pit Steward or a Track Official.
- All pit areas must have at least one 10-pound fire extinguisher.
- All pit transportation: i.e., golf carts, scooters, etc., must have the car number visibly displayed.
  - Does not apply to all Tracks that host TSRS races. If the track does not allow such pit transportation, we must adhere to their regulations.
- All TSRS participants are required to remove all tires and body parts from each race track.
  - A fine of a minimum of \$100.00 can be assessed and will be paid to the Track/TSRS or the party that removes it.
- All TSRS participants are asked to bring a trash bag and bag all trash from their pit area.
  - Trash bags are available in the TSRS Tech Trailer or office.

#### ❖ APPEARANCE OF TSRS REGISTERED CAR:

- Bodies must maintain a nicely painted and lettered car at the beginning of each event.
- 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 (at minimum, matching t-shirts)

#### ❖ RAIN-OUTS:

- Occasionally, weather prevents a full race event from being completed. If a weather situation happens during the TSRS Main Event, the race will be called complete if it has been run through at least the halfway point.
- If the track calls a race prior to the halfway point or prior to the TSRS Main Event, 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.

#### ❖ PROTEST RULES:

- Protests may be issued 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, then complete the protest form and accompany that 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.
- Protests from another event night will not be accepted.
- 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 where the observer may watch from.
- Results of the protest:
  - If the protested part is found to be **illegal** by the Technical Inspector:
    - The protest fee will be returned to the protestor.
    - Protested car will result in the loss of all points and purse money accumulated for that night.
  - If the protested part is found to be **legal** by the Technical Inspector:
    - The protestor will forfeit the \$500.00 protest fee.
    - Any protest money retained as a result of a protest and inspection will be disposed of as follows:
      - 25% of the fee to the Series.
      - 75% 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 given 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 Founders/Director 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. THIS WILL BE STRICTLY ENFORCED.

❖ **INSPECTION/TECH AREA:**

- Only the Driver and immediate uniformed crew members (maximum of 3) allowed.
- It will be the Director of Technical/Pit's call if more is required.
- Upon completion of technical inspections:
  - Each Driver & Crew Chief will join the Director of Technical/Pit in the TSRS Tech Trailer.
  - At that time all final decisions will be discussed. If there are no technical infractions the positions will be awarded.
  - If any infractions are found they too will be discussed at such time and penalties assessed.

❖ **PRIVATE CONTRACTOR:**

- Each Driver is a private contractor. As such, the driver is the person that is responsible for all fees, taxes, etc.
- TSRS will not withhold taxes or insurance from the Driver's winnings.
- The Driver is the only person that will receive purse money or funds of any kind from TSRS for participating in a race event for TSRS unless approved prior to race event.
- The Driver, and not TSRS, is responsible for all activities, duties, and remuneration associated with their sponsor(s) or advertiser(s).
- The Driver is the only person who may contact TSRS on behalf of themselves, their car, Sponsor, Car owner, or Crew.
- The Driver agrees to allow TSRS to release without charge to TSRS pictures, names, advertisements about the Driver and/or Sponsor(s) to the Media, Internet, and News, TV or Radio publications, etc to promote the races, Series and/or Driver.
- The Driver agrees to hold harmless TSRS, its Owner(s), Employees, Agents, Staff, and Contractors for any liabilities and results associated with the publication or release of the names, car information, sponsor(s) information or race results.

❖ **ENTRY FEES:**

- Entry fees must be paid prior to entry onto the track on the day of the event. No cars can entry onto the track prior to checking in at the TSRS Tech/Office trailer.
- No refund of entry fee. If a Driver/Car Owner pays an entry fee and is unable to attend, the fee will be credited to the next race. Driver/Car Owner must communicate this to the Race Director/or Asst. Race Director **prior to race day**.
- If a car is unable to race and has entered the track with their car, no entry fee will be returned or credited.
  - This includes testing and tuning (track practice time).

❖ **TSRS POINT SYSTEM:**

- Points will be awarded for the following finishing positions in each TSRS feature race:
  1. 180
  2. 170
  3. 165
  4. 160
  5. 155
  6. 150
  7. 146
  8. 142
  9. 138
  10. 134
  11. 130
  12. 127 (three point difference in all of the remaining finishing positions)

- If the Driver does not finish the first lap of the race, he/she will be placed in the last finishing position of the race. If more than one Driver does not complete the first lap, the order of the finishing positions in the rear of the field will be determined by the race starting positions.
- If the Driver is unable to race, but has practiced and/or qualified for the event, he/she will receive five Did Not Start (DNS) points.
- 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.
- **POSSIBLE ADDITIONAL POINTS:**
  - The Fastest Qualifier for each race will receive an additional five (5) points.
  - A Driver that sets or breaks TSRS fastest qualifying time at that track will receive an additional five (5) points.
  - A Hard Charger Award will be given to the Driver that advances the most positions, and he/she will receive an additional five (5) points
    - Any car that starts scratch will not be eligible for this award
- **SERIES SEASON POINTS - TIE BREAKING SYSTEM:**
  - At the end of the season, should there be ties, they will be broken using the following system in the order listed:
    - Number of Features Wins during current season.
    - Number of Features Laps led during current season.
    - Number of Top-5 finishes during current season.
    - Number of Top-10 finishes during current season.
    - Total number of completed Features Laps during current season.
    - Total amount of completed Features Laps during current season, whoever finishes in front of the other, thus, breaking all ties.

#### ❖ SCORING:

- TSRS Race Events will be scored electronically.
- TSRS uses a format where we count yellow flag laps only and not cars. Therefore, a car who enters the pits under a yellow will not lose a lap if:
  - The Driver was on the track when the yellow is displayed
  - The Driver is back on the track to take the green with the field.
  - If the Driver misses either of the above, they will lose all laps under yellow conditions.
  - If the Driver re-enters the race after a pit stop from a prior yellow, he/she will not be scored until the race is restarted under a green flag condition.

#### ❖ TRANSPONDERS:

- Each car must be equipped with a transponder.
- Transponders must be mounted on the car once organized practices have started.
- Cars will be black flagged and sent to install.
- Mounting location for transponders will is described in the 2008 Rules and Regulations or can be shown by the Director of Tech/Pit Operations. Note: Must be mounted on the left side of the race car, no more than 16 inches forward of the center of the left rear axle tube.
  - A few transponders are available for rent at \$50 per race and must be reserved. It is highly recommended that each team purchase one. (We are using the most popular brand of transponders in motor racing, and if you go to another event using electronic scoring, chances are you can use this same transponder) For information as to where to purchase or rent visit our website at [www.manracingpromotions.com](http://www.manracingpromotions.com).

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

- MAN Racing Promotions 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. The 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
    - One or more back into their positions
    - All sent to the rear
  - All calls being made are 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/Texas Super Racing Series- changes to these Race Procedures can be adjusted as to accommodate any and all race tracks that we participate at.

We thank you for being a part of making this an incredible touring series!

*Approved and updated November 20, 2009, by MAN RACING PROMOTIONS*