



TSRS LATE MODELS

**TSRS ALLISON
LEGACYS**

**PRO MODIFIEDS
PRO TRUCKS
SPORT MODS**

2010 RACE PROCEDURES

TSRS LATE MODELS & TSRS ALLISON LEGACYS, PRO MODIFIEDS, PRO TRUCKS AND SPORT MODS

❖ SERIES REGISTRATION:

- The Driver/Car Owner 2010 season car registration fee for the TSRS Late Models is \$150.00. The Driver/Car Owner 2010 season car registration fee for TSRS Allison Legacys, Pro Modifieds, Pro Trucks and SportMods is \$50.00.
- With the payment of this registration fee, a car number is assigned.
 - A set of 2010 TSRS & Thunderhill Raceway (THR) Series Race Procedures are provided.
 - 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

❖ 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
 - A Snell-rated SA2000, SA2005 or SFI 31.1/2005 helmet is required.
 - 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 TSRS/THR radio frequency is available on the TSRS/THR websites and posted at the TSRS/THR 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.

❖ **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 2009 season must have entered and competed at a minimum of one event in order to have first choice of that same number for the 2010 season
 - Deadline is January 1, 2010
 - Numbers registered for the 2010 season are available for the 2010 pre-registration period from through January 1, 2010
 - On January 2, 2010, 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 TSRS series name (supplied by the series) across the very top of windshield and all series decals must be displayed on all TSRS Late Model and TSRS Allison Legacy cars at all TSRS 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

❖ **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 trailer or THR garage office for 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.
- TSRS/THR Series Spotter/Rookie Drivers Meeting - which is directly following the Driver/Spotters meeting:
 - All Spotters and all Rookie Drivers (first year with TSRS/THR Series) must attend all Drivers/Spotters meetings, which will follow each drivers meeting.
 - All cars driven by Rookie Drivers (first year with TSRS/THR Series) 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/THR Series Rookie of the Year" Title.
 - If a Driver did not compete in more then 3 TSRS/THR Series 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 the Tech Trailer or Garage Office for each race. They will also be available on the TSRS website at www.texassuperracingseries.com for the TSRS Late Models and TSRS Allison Legacys and the Thunderhill Raceway website at www.thunderhillraceway.com for the Pro Modifieds, Pro Trucks and SportMods.
- The following Race Entry Fees apply for each race:
 - TSRS Late Models - \$150.00 per race
 - TSRS Allison Legacys, Pro Modifieds, Pro Trucks and SportMods - \$50.00 per race
 - Sorry, no refunds or carryovers

❖ **TRANSPONDERS:**

- Each car must have a transponder
- The type of transponder required for stock cars is a MYLAPS Car/Bike Transponder (formerly known as an AMB Personal Transponder TransX260). Either the Direct Power (hard-wired) or rechargeable transponder may be used.
 - Transponders may be purchased (see information below)
 - Transponders 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 maluvsracing@aol.com or call (512) 844-3582
 - A transponder must be on the car during:
 - Race Day "Testing & Tuning"
 - Qualifying
 - During any and all race events
 - The 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.
 - New transponders may be ordered from the following website: www.mylaps.com
 - The contact information for transponder inquiries is:
MyLaps Americas Office
3200 Highlands Parkway, Ste. 104
Smyrna, GA 30082
TEL: (678) 816-4000
FAX: (678) 816-4001
E-Mail: info.americas@mylaps.com
 - The TSRS support person is Balton Aulls at Extension 313

❖ **QUALIFYING:**

➤ **QUALIFYING LINEUPS:**

- Every car must be in line unless authorized by the TSRS/THR Pit Steward.
 - If approved, the car will be marked on the windshield and all Officials made aware of the situation by TSRS/THR 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/THR 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 or THR Garage.
- Remember: track schedules are ALWAYS subject to change by TSRS/THR 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 race day. 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 garage 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/THR 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 for each event.
 - Five (5) Bonus Points will be awarded for setting a new TSRS/THR track record at each individual track.
 - The TSRS/THR Tech Inspector will hold the top six (6) cars after time trials to inspect anything on the car the TSRS/THR 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/THR Tech Trailer, Garage or designated area; see Pit Steward if any question.
 - The last registered driver will time in first. Note: The order in which 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 changed and announced by TSRS/THR 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.texassuperracingseries.com .
- All paid entries will qualify.
- After all qualifying:
 - The TSRS/THR 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/THR OFFICIALS and can be disqualified!
 - Once again, all cars are impounded once qualifying & tech is completed. (Unless it is decided and announced by TSRS/THR Officials)
 - TSRS/THR 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 2nd- 6th.
- 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/THR 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:**

- Feature events for the TSRS Late Models will consist of 75 laps, with yellow flags counting until the last 10 laps. Should it be decided to run 100 laps or more, 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.
- TSRS Late Model Pit Stop Competition will consist of 75 laps, with yellows counting until the last 10 laps, unless otherwise stated.
- The number of laps for the feature events for TSRS Allison Legacys, Pro Modifieds, Pro Trucks and SportMods will be announced in advance and posted on the Schedule of Events for each race.

- Posted lap counts may be adjusted by the Race Director, depending on car count, weather conditions, etc.
- Prior to race time - crews may:
 - Check and adjust air pressure.
 - Add drinking fluids for the driver.
 - Clean windshield.
- Yellow flag laps will count until the last 10 laps, unless otherwise stated on schedule and websites - www.texasuperracingseries.com or www.thunderhillraceway.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/THR 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/THR 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/THR 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/THR 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/THR 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 Race Director will ask the Flag Person to give the signal to proceed behind the Pace Vehicle.
- The Pace Vehicle sets the pace for the warm-up laps.
- The Race Director will notify the Director of Spotters to inform the spotters that "this is the pace speed at this time."
 - DRIVERS should observe their tachometer 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/THR 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/THR 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 Race Director and must maintain that RPM until the Green Flag is waving by the Flag person.
- The Race Director 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/THR 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 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 immediately stop where they are, or move to a location directed by a TSRS/THR 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/THR Official.
 - A TSRS/THR 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/THR 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 Race Director, 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/THR 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/THR 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/THR 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 and Thunderhill Raceway uses the "Judgment Call" rule – TSRS Race Director and/or the Asst. Race Director will gather input from TSRS/THR 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/THR, 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 Race Director may continue to ask the Flag Person to display the move-over flag to the Driver.
 - If it is determined that the Driver is creating an unsafe condition, the Race Director 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/THR 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 Race Director to the Director of Spotters, 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/THR 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/THR 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/THR 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/THR 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/THR Official. Top 5 cars will be held for post race inspection.
- **NO ONE SHALL TOUCH THESE CARS UNTIL INSTRUCTED BY TSRS/THR 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/THR 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/THR 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/THR 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/THR 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 Race Director, Asst. Race Director or MAN Founders/Director if conditions arise out of TSRS/THR 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/THR 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).

❖ **CONDUCT:**

- Each driver is responsible for the conduct of his/her Crew and anyone signing-in on his/her 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/THR OFFICIAL OR STAFF MEMBER 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/THR.
- 🚩 **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/THR 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/THR 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/THR 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/THR 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 garage office.

❖ **APPEARANCE OF TSRS AND THR REGISTERED CARS AND TRUCKS:**

- Bodies must maintain a nicely painted and lettered car (truck) at the beginning of each event.
- Each car must have the decal package, including the headlight and tail light package.

❖ **RAINOUPS:**

- Occasionally, weather prevents a full race event from being completed. If a weather situation happens during the TSRS/THR 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/THR 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 2010 Registered TSRS/THR 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/THR Officials or Management. Each appeal must be made in the following order:
 - Politely appeal to the TSRS/THR 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 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/THR Tech Trailer or garage.
 - 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/THR 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/THR for participating in a race event for TSRS/THR unless approved prior to race event.
- The Driver, and not TSRS/THR, 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/THR on behalf of themselves, their car, Sponsor, Car owner, or Crew.
- The Driver agrees to allow TSRS/THR to release without charge to TSRS/THR 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, Thunderhill Raceway, 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/THR Tech trailer or office garage.
- 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 **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 AND THUNDERHILL RACEWAY SERIES POINT SYSTEM:**

- Points will be awarded for the following finishing positions in each TSRS and THR Series feature race, as follows:
 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
- **RACE DROP:**
 - The results from one race during the 2010 season will be dropped (excluded) from each driver's accumulated points for the year. The lowest points earned on one event will be used as the "dropped race" – including a "no show" race (0 points) or as a result of a Technical Infraction. If a driver was penalized with a Disqualification (0 points) due to misconduct, etc., he/she may not use that event as his/her dropped race. Additional drops may occur due to postponements, added race dates, etc., as determined by TSRS/THR management.
- **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/THR Race Events will be scored electronically.
- TSRS/THR 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 2010 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.texassuperracingseries.com or www.thunderhillraceway.com.

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

- MAN Racing Promotions, the "Texas Super Racing Series" (TSRS) and Thunderhill Raceway Officials reserve the right to interpret and apply the Race Procedure, as well as the Rules and Regulations.
 - The interpretation and application of a rule by TSRS/THR Management is binding and final.
 - TSRS/THR uses the "Judgment Call" rule. The TSRS Race Director and/or the Asst. Race Director will gather input from TSRS/THR 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/THR final call is made, it is final.

Please note: At any time, and at the discretion of MAN Racing Promotions, Texas Super Racing Series and Thunderhill Raceway, 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 these incredible touring series!

Approved and updated March 24, 2010, by MAN RACING PROMOTIONS