



2012

CLASSICS

&

MOD LITES

-

RULES of COMPETITION

Table of Contents

TUSA 2012 Mr. Dirt National Championship Program.....	3
2012 Regional Points Structure	3
GENERAL RULES	5
SPECIFICATIONS.....	5
1. BODY STYLES.....	5
2. BODY REQUIREMENTS AND SPECIFICATIONS.....	5
CLASSICS.....	5
MODIFIED LITE	6
JUNIOR RACING LEAGUE (JRL).....	8
TUSA MASTERS DIVISION (Suggested age group 45 years and older)	9
3. WEIGHT.....	9
4. BUMPER DIMENSIONS	10
5. FIREWALL	10
6. WINDSHIELD	10
7. NERF BARS.....	10
8. SEAT.....	10
9. NUMBERS AND GRAPHICS.....	11
10. WHEELS AND TIRES	11
11. ENGINE SPECIFICATIONS (All divisions except JRL).....	11
12. BATTERY, FUEL SYSTEM.....	15
13. DRIVE TRAIN	15
14. FRAME AND ROLL CAGE.....	15
15. SUSPENSION.....	16
16. STEERING.....	18
17. BRAKES	18
18. SAFETY EQUIPMENT.....	18
19. COMMUNICATION.....	18
20. VISUAL AIDS.....	18
21. DRIVER QUALIFICATIONS.....	19
22. GENERAL REGULATIONS	19
MOTOR RACING IS A DANGEROUS SPORT AND MAY RESULT IN INJURY, BODILY HARM, OR DEATH.	20
Rules updated January 1, 2012	20
TUSA Regional Map	20

TUSA 2012 Mr. Dirt National Championship Program

The TUSA Board of Directors has outlined the 2012 Mr. Dirt National Championship Program as follows:

Four (4) regions have been established for the US and Canada (see attached map). Each region will host a tour with six (6) scheduled* races. Participating TUSA members will receive points (see below) for the regional championship. Each region will have a point fund of \$1,000 with a suggested breakdown of the following:

- \$500 for 1st plus a championship jacket
- \$250 for 2nd
- \$150 for 3rd
- \$100 for 4th

Each region will host a national event that will pay a minimum purse of \$5,400 with a guarantee of \$200 to take the green. The top four (4) in regional points will be guaranteed a starting position in this event.

The winners of the four (4) national events will compete in a 15-lap showdown at the 2013 Winternationals event at East Bay Raceway in Tampa, FL. The winner will be crowned the "TUSA International Champion".

2012 Regional Points Structure

1 – 120	11 – 90	21 – 70
2 – 114	12 – 88	22 – 68
3 – 109	13 – 86	23 – 66
4 – 104	14 – 84	24 – 64
5 – 102	15 – 82	25 – 62
6 – 100	16 – 80	26 – 60
7 – 98	17 – 78	27 – 58
8 – 96	18 – 76	28 – 56
9 – 94	19 – 74	29 – 54
10 – 92	20 – 72	30 – 52
		Non-Qual – 50

*Schedule subject to change.

As of January 1, 2012

Team United Sanctioning Association shall hereafter be referred to as TUSA throughout the rules and descriptions. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. By competing in TUSA sanctioned events, all participants agree to abide by the rules that are listed below and agree to the TUSA official's decision or penalties set forth by these rules.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

GENERAL RULES

1. TUSA race rules shall apply to all TUSA sanctioned events.
2. Driver must hold a current TUSA competition license in order to compete in Championship Cup events.
3. All TUSA vehicles are subject to inspection at any time.
4. Approval of a TUSA vehicle by the inspector shall mean only that the vehicle is approved for participation in a competitive event and shall not be construed in any way to mean that the inspected TUSA vehicle is guaranteed mechanically sound. Be it further declared that the inspector shall not be liable, nor shall the sanctioning body, for any mechanical failure not for any losses, injuries or death resulting from same.

SPECIFICATIONS

1. BODY STYLES

Any car specifications not covered in these body specs are subject to TUSA interpretation. Any significant performance advantage will be addressed on an individual basis. TUSA reserves the right to determine what constitutes an unfair advantage.

- a. 1928-1948 American-made production vehicles only, 5/8 scale, two-door sedans, coupes, or pickup trucks. These are to be known as Classic Modified body styles.
- b. Modified appearing body style such as IMCA or DIRT modified. These are to be known as Modified Lite body styles.
- c. All chassis specifications are the same for both body styles

2. BODY REQUIREMENTS AND SPECIFICATIONS

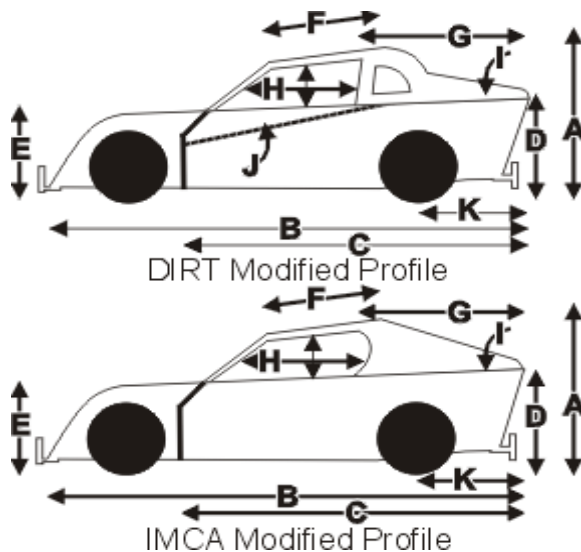
CLASSICS

- a. Body must be 5/8 scale, stock appearing. Maximum outside tire width 60", Cars must pass freely through a hoop 60 1/2" wide by 50" high, 73" wheelbase plus or minus 1".
 1. Must have grill shell or simulated open radiator matching original body style, any material.
 2. Doors, windows, and cowlings must retain stock appearance. Hood louvers allowed for cooling, but must maintain stock contours.
 3. Engine compartment must conform to scale and match contour of body. Hole may be cut for breather clearance only. Ram air induction system prohibited.
 4. Must have closed trunk lid or fully enclosed trunk access panel conforming to original bodylines. Louvers allowed no holes.

5. No fenders.
 6. No wings or spoilers.
 7. Ram air induction system prohibited.
- b. Body will be metal construction, 26-gauge steel or .040" aluminum minimum. Fiberglass or plastic grill shells allowed. All exposed edges must be folded or trimmed over. Legends cars may be allowed under local rules. No lips or spoilers of any kind.
 - c. NO open top cars (roadsters, convertibles). No panel trucks, station wagons, or specialty cars.
 - d. Classic Overall Dimensions
 1. NO car over 50" tall, top to ground. Body height maximum 44", bottom edge to top (including frame rail).
 2. Maximum body width: 38" Maximum frame width 34"; min 30.
 3. Roof hatch entrance allowed.
 4. Frame ride height must not let car bottom out on track.
 5. Drivers door must be operational and equipped with secure latch.
 6. Fasteners on hood, trunk, or panels must be positive, locking type.
 7. 124" maximum total length, bumper to bumper.
 8. Kick outs or side nerf bars must be mounted at three points and run full length between tires. 1¼" max .125 wall thickness. Cannot stick out beyond 1" from the side of the tire.

MODIFIED LITE

The intent of these preceding specifications is to follow the bodyline and design of an exciting IMCA or DIRT modified racecar.



a. OVERALL DIMENSIONS

- A. 42" min 50" max from ground - total car height. Body may be a maximum of 44" from the bottom of the frame rail to the highest point of roof of car.
- B. 124" maximum total length, bumper to bumper.
- C. SIDES AND REAR QUARTER PANEL
 - a. 84" max - Door and rear quarter length.
- D. 30" min 38" max - side height of rear quarter panel from the ground. 30" max height of quarter panel.
- E. HOOD
 - a. 20" min 27" max - hood height excluding breather protectors (bottom of frame rail to top of hood). Ram air induction system prohibited. Rear of hood becomes part of windshield area rules. No part of nose section (in front of spindle centerline) may be wider than a maximum of 24". Hood may taper out to door panels at the rear.
- F. ROOF PANEL
 - a. 40" min 48" max - length of roof panel. 36" min 42" max - width of roof.
 - b. No part of roof panel may have more than 14° of angle rake.
 - c. No deflector of any type on upper sides or rear of roof panel.
 - d. Roof entrance hatch optional.
- G. REAR UPPER QUARTER PANEL
 - a. 20" min 38" max rear upper side panel may contain Plexiglas.
 - b. Side panels maybe no higher than 3" at the rear of the straight line of quarter panel top edge.
 - c. Side panel may be no higher than an imaginary line from the rear edge of roof panel to 3" above the top edge of the rear quarter panel.
- H. SIDE WINDOW
 - a. 18" min side opening length. 10" minimum side opening height front and rear.
- I. INTERIOR
 - a. 46" min 50" max - width of rear shelf and body panels.
 - b. Rear shelf may have no more than a 5° max rake and may not be concave or convex in design.

- c. No lips or spoilers of any kind.
- d. The rear frame area from the rear shelf downward a minimum of 16" must be completely enclosed the width of the frame.
- e. Louvers allowed - no holes.

J. ADDITIONAL INTERIOR SPECIFICATIONS

- a. 36" min 56" max - length of right side pod area with max 30°. Left side pod may be altered for driver access.
- b. Rear quarter distance from center of rear 20" min 30" max.
- c. Cockpit cover with a max of ½" lip will be permitted providing the on/off cutoff switch is reachable from outside the car by safety personnel.
- d. Deck lid height from ground 30" minimum, 36" maximum with NO rear lip extending upward.
- e. Side pod may not extend rearward past the centerline of rear axle.
- f. Body must be centered on chassis.
- g. If windshield is used, it must be flat.
- h. All body dimensions will be teched + or - ½" unless otherwise specified.

K. REAR SPOILER

- a. Must be constructed of aluminum or lexan material.
- b. Must be single blade and mounted to the rear of the interior body shelf and be no wider or higher than the inside of rear quarter panels. 50" max.
- c. Maximum width of spoiler may not exceed 4".
- d. May be mounted at any angle but may not extend beyond or above the rear quarter panel.
- e. No bracing or supports on top, front, or back of spoiler blade permitted.

JUNIOR RACING LEAGUE (JRL)

All TUSA rules for MOD LITE or CLASSICS divisions, as contained in this manual, shall govern the JUNIOR RACING LEAGUE SERIES with exception of the following:
*(suggested age group 12-18 years of age)

- a. **(Ref. rule #3)** Weight – All JRL cars shall weigh a minimum of 1100# with driver after race
- b. **(Ref. rule #11)** Engine – Only allowable engine will be a stock spec 2000 to 2005, 600 GSXR Suzuki sealed by or under the control of TUSA, 3419

Andrews Lake Rd., Frederica, DE, 19946, 302-242-1466 or a designated TUSA engine supplier.

- c. Track may have the **OPTION** of enforcing a rear gear rule.
- d. (**Ref. rule #15f**) Suspension – Shocks may be “PRO SB Series Shocks”, or “Bilstein S6G Series Shocks”.
- e. (**Ref. rule #15m**) No torque absorbing devices.
- f. All cars must run either TUSA 205, 215 or 235 tires on all corners.
- g. May compete with Classic Modified or Mod Lite TUSA legal car in this program.

TUSA MASTERS DIVISION (Suggested age group 45 years and older)

- a. All Masters division cars must weigh 1240 lbs with driver after race
- b. (**Ref. rule #11**) Engine – Only allowable engine will be a stock spec 600 GSXR Suzuki sealed by or under the control of or TUSA, 3419 Andrews Lake Rd., Frederica, DE, 19946, 302-242-1466 or a designated TUSA engine supplier.
- c. Track may have the **OPTION** of enforcing a rear gear rule.
- d. (**Ref. rule #15f**) Suspension – Shocks may be “PRO SB Series Shocks”, or “Bilstein S6G Series Shocks”.
- e. (**Ref. rule #15m**) No torque absorbing devices.
- f. All cars must run either TUSA 205, 215, or 235 tires on all corners.
- g. May compete with Classic Modified or Mod Lite TUSA legal car in this program.

3. WEIGHT

- a. All cars following (a) TUSA “TUSA Stock Motor” program must weigh a minimum of 1250 lbs, with driver after race.
- b. All cars following (b) “TUSA Open Motor” program must weigh a minimum of 1375 lbs, with driver after race.
- c. All weight must be fastened to chassis in a secure manner using a minimum of 3/8 bolt.
- d. No weight outside of car body, i.e. on nerf bars
- e. Hood will be clearly marked as the following:
 - 1. STOCK 1250#
 - 2. OPEN 1375#
- f. This weight program will be monitored for parity and competitiveness and may be changed at the discretion of TUSA.

4. BUMPER DIMENSIONS

- a. Front:
 1. maximum width 30"
 2. Bumper height 6" to 8" with 2-bar loop.
 3. Ground to top of bumper: 12" minimum, 16" maximum.
 4. May not extend more than 12" forward of front tires.
- b. Rear:
 1. maximum width 56" with 3 vertical bars.
 2. Bumper height 6" to 8" with 2-bar configuration.
 3. Ground to top of bumper: 12" minimum, 18" maximum.
 4. May not extend more than 8" behind rear body panels.
- c. Bumpers must be hollow with max wall thickness of .125

5. FIREWALL

- a. Firewall must be metal and must completely separate engine compartment from cockpit.
- b. Engine protruding into cockpit must be enclosed.

6. WINDSHIELD

- a. Windshield must be Lexan, wire mesh, or protection bars. Lexan highly recommended when running asphalt.
 1. No Glass. All other cockpit areas must remain open.
- b. Deflectors may be used in front of driver.
 1. May be no wider than roll bar area.

7. NERF BARS

- a. Full length nerf bars between front and rear tires mandatory.
- b. Maximum outside diameter of 1.25" and .125 maximum thickness. Must be hollow.
- c. May not extend out beyond tread width more than 1" at the rear only.

8. SEAT

- a. Seat must be high-backed aluminum, racing type.
- b. All cars will have a permanent bar located behind top of seat at shoulder level.
- c. Bottom of seat will not be more than 65" back measured from upper ball joint.

- d. Seat may be tilted back for added driver head clearance, however, no portion of the seat may be back more than 74" as measured above.

9. NUMBERS AND GRAPHICS

- a. Car number must be minimum 12" in height and 2" stroke.
- b. Must be displayed on each door and roof or trunk.
- c. Numbers in 4" size should be on front and rear of car to help with line-ups.

10. WHEELS AND TIRES

- a. Steel wheels only, minimum wall thickness .090", 13" only, Wheel width max. 8".
- b. Hoosier Racing Tires plated UDRA, TUSA, TUSA-S or TUSA-M mandatory at all TUSA Championship Cup events. 40-durometer minimum before race for dirt and 50-durometer before the race for asphalt. Clubs or special events may mandate tire selection.
- c. Tires may not be altered from the original construction properties as per rubber consistency or tire construction specifications
- d. Tires may be grooved, sythed, and/or buffed.
- e. Bead lock rims are optional.

11. ENGINE SPECIFICATIONS (All divisions except JRL)

There will be 2 weight divisions:

a. "STOCK" ENGINES - weight requirement 1250#

*1000 cc or less Water-cooled engines produced between 2000 and 2008 may compete in this program

1. Must remain stock bore and stroke, no altering rod or piston specifications.
2. All head components must remain stock, (except cam sprockets may be adjustable type). Cams must be as per original equipment manufactured (OEM) and must meet specs as per manufacturer and remain in original position.
3. Only OEM ECU type box with an additional fuel-monitoring device that has NO OTHER CAPABILITIES are permitted.
 - i. No other modules or programs of any kind allowed.
 - ii. No fuel monitoring control devices allowed in drivers reach or in cockpit area.
 - iii. Bizzaz systems or any other electronic control system that has the ability to add modules that alters any program except fuel monitoring is strictly prohibited.

4. Engine must retain its stock fuel induction system with no other form of fuel delivery.
 - i. Fuel: Gasoline or grain based ethanol permitted.
5. Alternator recommended but not mandatory.

Engines eligible for this program, Suzuki GSXR 1000, Honda CBR1000RR, Yamaha YZFR1, and Kawasaki ZX10. All other engine requirements apply from section 11(c).

No interchanging, swapping or changing the specifications of any part with the following exceptions:

1. Air Box – aftermarket air filter assemblies are allowable. No ram type are induction.
2. Oil Pan: aftermarket or cut modification

2009 and newer engines are not eligible for competition but will be REVIEWED for competition for the 2013-racing season with restriction of competing in the stock division only.

b. “TUSA Open Motor” - weight requirement 1375#

1. Side draft motors 1250cc (+1%)
2. Down draft motors limited to 1200cc maximum with no variance.
3. ZX12
 - i. Must remain stock bore, stroke, rod length, and be stock appearing.
 - ii. Stock OEM fuel injection only with no aftermarket injectors or additional fuel delivery systems.
 - iii. All head components must be OEM stock with the exception of cam sprockets.
 - iv. Only one fuel-monitoring device, wired into the harness, with no other connections, will be allowed during competition.
 - a. No fuel monitoring control devices allowed in the drivers reach or driver cockpit area.
4. Water-cooled engines 1100cc and below can run carburetors or fuel injection systems.
 - i. Engines above 1100cc OEM must remain in their original stock configuration of carburetors or fuel injection.
5. Open engines may run gasoline, grain based ethanol, or alcohol.
 - i. No oxygenated fuels or nitro additives permitted.
 - ii. Stock OEM fuel injection only with no aftermarket injectors or additional fuel delivery systems.

6. No engine can be modified to be less than original stock configuration OEM specifications or be bored to more than 3mm over stock bore size.
7. Engine must be in production for a designated time period to determine its competitive relationship with our current motor program. Any major changes to existing engine by the manufacturer must be reviewed by the board before approval.
8. Only OEM ECU type box with an additional fuel-monitoring device that has NO OTHER CAPABILITIES are permitted.
 - i. No other modules or programs of any kind allowed.
 - ii. No fuel monitoring control devices allowed in drivers reach or in cockpit area.
 - iii. Bizzaz systems or any other electronic control system that has the ability to add modules that alters any program except fuel monitoring is strictly prohibited.
9. Carburetors and cams optional. (Except ZX12)
10. Aftermarket cylinder & cylinder heads:
 - i. No aftermarket cylinder or cylinder heads allowed on water-cooled motors.
 - ii. No aftermarket cylinder heads allowed on oil & air-cooled motors, aftermarket cylinders authorized.
11. Porting, grinding, polishing or changing stock configuration of intake or exhaust ports allowed for oil & air cooled motors.
 - i. Carburetor/Fuel injection boot must fasten directly to head in the stock intake port location.
 - ii. No porting, grinding, polishing or changing stock configuration of intake or exhaust ports allowed on water-cooled motors.
 - a. Casting part lines must be visible upon inspection.
 - b. Intake port area may be altered to match intake boot.
 - c. Alteration not to exceed 3/8" into intake port.
 - d. Carburetor/Fuel injection boot must fasten directly to head in the stock intake port location
12. Header must attach directly to head in stock exhaust port location
13. Oiling system may not include a dry sump system.
14. No increasing or decreasing of motor stock stroke in any way.
15. No 2009 engines or newer will be legal to compete in any division. These engines will be reviewed and considered at a later date.

c. "General Motor" Specifications: All Divisions

1. Four cycle, four cylinders maximum only.
 - i. Must have working transmission, clutch, and starter with all parts in place.
 - ii. Complete Clutch assembly must remain in engine.
 - iii. External reverse boxes allowed.
 - iv. No air controlled shifting devices.
2. Charging system optional.
 - i. Battery powered ignition system only.
 - ii. Alternator cover allowed.
3. No auxiliary starters.
4. Engines must be front mounted in engine compartment.
5. Engine setback:
 - i. The "square of the engine" (rear fins of the jugs) may not extend rearward more than 17" from the center of front spindle.
 - ii. No part of the engine or transmission may extend rearward more than 21 inches from center of front spindle.
6. No aftermarket fuel injection and no turbo system.
 - i. No nitro or nitrous oxide.
 - ii. OEM fuel injection must remain stock.
7. Engine must be cooled by original intent.
 - i. May use extra fan or oil cooler.
8. Engine exhaust must include muffler and exit rearward.
 - i. All muffler devices must include baffles. MUFFLER MUST MEET LOCAL TRACK REGULATIONS, (IF MANDATORY)
9. No form of traction control permitted

d. Engine Tech Procedures

1. Cylinder cranking compression- minimum 100p.s.i., Maximum 220 psi per cylinder average of 4 cylinders, no variance, measured with a Snap-On compression gauge, part number EEPV303A, with adapters EEPV304A, EEPV306A or MT26J200, after ten (10) compression revolutions of cranking, 15-45 minutes following feature event.
2. Carburetors or Fuel Injection and all 4 spark plugs must be removed before checking compression.

12. BATTERY, FUEL SYSTEM

- a. Battery and fuel pump must be mounted outside driver compartment.
 1. Battery must be secure and held with non- rubber strap.
 2. Electric fuel pump allowed.
- b. Fuel cell mandatory, maximum 5 gallons, located in trunk area.
- c. Reinforced or steel braided line must be used in all high-pressure areas.
- d. A direct manual cutoff switch wired to ground circuit will be installed on the right rear shelf or rear fire wall within 6" of the corner formed by the rear deck and rear fire wall.
 1. Switch will be located over the right shoulder of the driver.
 2. The emergency electrical cut off switch will be clearly located and marked.

13. DRIVE TRAIN

- a. Must use steel drive shaft from transmission to automotive rear end.
 1. Minimum 2.50" x .083" or 2" x .120".
 2. Suggested to be painted white.
- b. Quick change rear ends allowed with steel tubes only.
- c. Drive shaft tunnel must have minimum of 2 (3 recommended) 360-degree hoops between firewall and seat back.
 1. Must be fabricated of minimum .1875" X 1.5" steel bar. 1" X .095" steel tube highly recommended.
- d. Rear must be locked or have a solid spool.

14. FRAME AND ROLL CAGE

- a. Main frame members will be minimum of 1" X 2" x .120" wall rectangular steel tubing only.
 1. Main frame rail consist of the length between the front lower a-arm cross member and the rear main roll bar upright.
 2. No aluminum allowed in cage or frame.
- b. Main frames will have a minimum of 3 cross members between firewall and back of seat fabricated of same material as frame rails.
 1. Alternate material may be steel angle, min. .125" X 1.5" X 2". Cross-bracing in floor under driver strongly recommended.
 2. Rear frame rails at rear roll bar must be 34" max and 30" minimum outside dimension.
 3. Rear roll bar must meet same dimension as the frame it is mounted to. Frame may taper forward of driver seat area.

4. Front engine area frame width must be 24: max and 20" min outside dimension. Left and right frame rails must be the same + or - 1/2".
- c. Roll cage must be DOM steel minimum 1.25" x .083" (.095 recommended) in all cars manufactured from 12/98 on.
 1. Clubs may grandfather older cars with 1" x .065" tubing. Cross-brace or diagonal strongly recommended in hoop over driver's head.
 2. Roll cage may not be more than 44" from bottom of frame to top of cage.
- d. All cars must have cage bars installed across door openings on both sides.
 1. Bars should be welded in place as part of roll cage. Driver door only must be operational.
 2. Minimum size 1" x .065". (1.25" x .095" recommended) cars with bars mounted on doors should have full doorframe and minimum of 2 horizontal cross bars. Minimum 1" x .083".
 3. Cars with bats mounted on doors must have 1/4" x 2" steel stops welded in on each side of opening, totaling a minimum of 4" on each end of door.
- e. It is required to have a steel bar with a minimum size of 1" X .065" from doorpost to doorpost, under the dash.
 1. Steel plate on driver's door bars recommended
- f. It is recommended that, if using rivets, body panels attach to tabs welded onto cage instead of drilling multiple holes into cage bars.
- g. No down tube frame cars allowed.
 1. Any bars going from cowl area to snout must remain below the upper line of hood.
- h. Classic pickups may have two (2) bars going from upper rear roll cage down to rear clip.

15. SUSPENSION

- a. Front suspension must not extend rearward past the most forward panel of the firewall.
 1. Aluminum spindles are allowed for competition if the local club deems them legal.
 2. To be eligible for Regional or National events, driver must have a copy of his local club rules at the time of registration.
 3. Coil over shocks must be attached directly to the lower a-arm and upper front chassis.

- b. Rear trailing arm/radius rod specifications:
 - 1. Arms may have a maximum length of 30”.
 - 2. Torque-absorbing devices are permitted.
 - 3. Maximum 3 radius rods or 3 link suspension:
 - i. One trailing rod must be attached to each side of the rear housing by a bracket; either clamped or welded directly to rear housing.
 - ii. No “birdcage” type mounting of any kind permitted.
 - iii. No linkages of any kind permitted. Third radius rod must be mounted in a way to control the rotation of rear housing only.
 - iv. This rod may be adjustable but have no other function.
 - v. A torque-absorbing device may be used in this location.
 - vi. A lateral panhard or “J” bar will be used to maintain rear-housing position in chassis of car.
 - vii. No Cantilever suspension in front or rear permitted
- c. Wheel offsets are allowed.
- d. Hub offsets are NOT allowed.
 - 1. Hubs front and rear must be within 1/2” distance from mainframe rail on either side of car, measured from center of rotor to vertical plane of frame rail.
- e. Coil-over shocks are the only allowable means of supporting the chassis. One shock and spring per wheel only. Shock and spring must remain as one unit.
- f. Shocks must be of all-steel construction, non-adjustable type. May not be of a type that allows disassembly.
- g. No driver shall have the ability to adjust suspension from inside car.
- h. Straight front axles are prohibited. Local clubs may grandfather existing cars for competition.
- i. No leaf springs.
- j. No birdcage type rear linkage.
- k. Anti-roll (sway) bars permitted front or rear. Must be connected without adjustments to arm location.
- l. No torsion bar suspension system of any type allowed.
- m. The use of carbon fiber or titanium in any way is prohibited.

16. STEERING

- a. All steering components must have safety fasteners such as cotter pins or self-locking nuts.
- b. Manufactured quick-release steering wheel hubs mandatory.
- c. Rack and pinion steering is mandatory.

17. BRAKES

- a. All four wheels must have calipers, rotors and brake pads.
- b. Rotors and calipers:
 1. Steel rotors mandatory, .250 minimum thickness.
 2. Steel OEM calipers or aluminum calipers allowed.
 3. Cutting & scalloping of rotors will be allowed with no rotor surface being less than 3/4" in width in the upper scalloped area.
 4. Drilling of rotors is permitted.
- c. Adjustable brake bias and wheel shut offs allowed.
- d. Competition-type master cylinders allowed.

18. SAFETY EQUIPMENT

- a. Fire bottle system HIGHLY recommended.
- b. Driver uniform will consist of:
 1. Fire suit (single layer minimum, one or two-piece).
 2. Fireproof gloves.
 3. Fireproof shoes.
 4. Approved helmet with Snell 95 or higher.
 5. Full-face helmet.
 6. Head and neck restraint systems recommended.
- c. Car must be equipped with 5-point safety harness, no more than 3 years old, with minimum of 3-inch belts.
- d. Aluminum, high-backed racing seat mandatory.
- e. Window nets, arm restraints and head & neck restraints HIGHLY recommended.

19. COMMUNICATION

- a. NO two-way radios. One-way communication from officials only is allowed.

20. VISUAL AIDS

- a. NO mirrors allowed.

21. DRIVER QUALIFICATIONS

- a. All drivers must be a minimum of twelve (12) years of age. All drivers under 16 years of age **MUST** have a signed waiver by parent or guardian. This rule will be governed by track regulations

22. GENERAL REGULATIONS

- a. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish the minimum acceptable requirements for such events. These rules shall govern the condition of all events, and, by participating in these events, all participants are deemed to have accepted and complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND REGULATIONS.** They are intended solely as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. Any interpretation or deviation of these rules is left to the discretion of TUSA and the decision is final. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH DEVIATION OF SPECIFICATIONS.**
- b. No intoxicating spirits or controlled substances are to be consumed before or during race events by anyone entering the pit area of tracks.
- c. TUSA reserves the right to reject or allow entry of any driver or car.
- d. Abuse or confrontation of any racetrack or TUSA official and/or use of abusive language is strictly prohibited. **FAILURE TO ABIDE BY THIS RULE MAY RESULT IN SUSPENSION, LOSS OF POINTS, WINNINGS, RECORDS, AND/OR CASH FINE.**
- e. Any disputes involving qualifying times, lap scoring, finishing position is under the jurisdiction of the hosting track officials. TUSA officials will address winnings, points, or rules interpretations. Any disputes or discussions of this nature are to be held with TUSA officials only.
- f. **THE DRIVER ASSUMES RESPONSIBILITIES FOR THE ACTIONS OF THEIR PIT CREW AND GUESTS.**
- g. Drivers, owners, and/or crew shall have no claims or actions of any kind against or cause of action for damages of any kind, expenses, or otherwise against TUSA, any track owner, promoter, or official by reason of disqualification or damage to either car, driver, or both. This regulation shall be deemed a covenant not to sue made by each driver, owner, and/or crewmember to TUSA, any track owner, promoter, or official with respect to any alleged act or omission or agreement by any of them.
- h. TUSA or track officials at any time for safety, mechanical, or rules compliance may inspect any car.

- i. ANY RULES OR REGULATIONS NOT COVERED IN THIS BOOKLET WILL BE DETERMINED ON A TIMELY BASIS BY TUSA AND THE DECISION IS FINAL.
- j. Any violations for TUSA engine rules may result in loss of all accumulated points for the season and a one-year suspension for both owner and driver of said vehicle. The TUSA Board of Directors will determine all additional penalties.
- k. Effective date of these rules January 1, 2012.

MOTOR RACING IS A DANGEROUS SPORT AND MAY RESULT IN INJURY, BODILY HARM, OR DEATH.

Rules updated January 1, 2012

TUSA Regional Map



Regional Map

