



2016

CLASSICS

MOD LITES

IMCA MOD LITES

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**RULES OF
COMPETITION**

Updated January 6, 2016

Hoosier

THE OFFICIAL TIRE



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TUSA 2016 Dirt National Championship Program

The TUSA Advisory Board presents the 2016 Regional, National, and International Programs.

2016 International Organizational Structure

| | |
|--------|------------------|
| Area 1 | Southern USA |
| Area 2 | Mid-Atlantic USA |
| Area 3 | Central USA |
| Area 4 | Northern USA |
| Area 5 | Western USA |
| Area 6 | Midwestern USA |
| Area 7 | Canada |
| Area 8 | England |
| Area 9 | Australia |

2016 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 |

2016 Engine Competition Sanctioning

TUSA Sanctioning Program “A”

Tracks and or clubs choosing to operate under a stock engine program will promote their events with the “TUSA- Program A Rules” structure that limits their competitors to:

1. TUSA stock engines weighing a minimum of 1260#
2. TUSA spec engines weighing a minimum of 1325#

No other engine modifications allowed

All other TUSA Rules remain as written.

Tracks and or clubs have the option to alter rules to meet the needs of their competitors.

As of January 1, 2016

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 is 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 receive points, awards, and purses.
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. Bodies resembling a Midwestern IMCA modified shall compete as a **TUSA IMCA MOD LITE**.
- c. Bodies resembling a northeastern DIRTcar modified shall compete as a **TUSA MOD LITE**.

2. BODY REQUIREMENTS AND SPECIFICATIONS

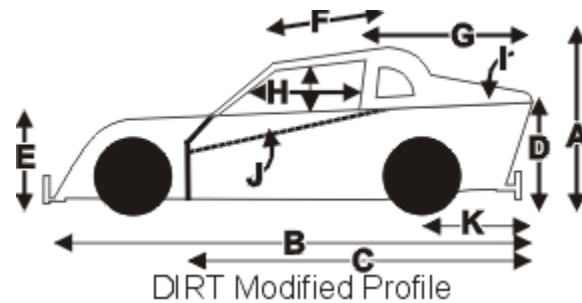
CLASSICS

- 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. Driver's 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.

TUSA MODIFIED LITE DIVISION

The intent of these preceding specifications is to follow the bodyline and design of a northeastern DIRTcar modified racecar body style.

**TUSA MOD LITE****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. 128" maximum total length, bumper to bumper.
- C. SIDES AND REAR QUARTER PANEL
 - a. 85" max body length from front door edge to rear quarter panel including rear spoiler and mounts.
 - b. No part of body may extend beyond the width of the rear tires.
- 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. Front nose - no part of nose section (in front of spindle centerline) may be wider than a maximum of 24". Panels on nose area may have raised lips maximum ½" tall. Panels replicating a DIRT Northeast Modified allowed.
- 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 may be 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. 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.
- c. Deck lid height from ground 30" minimum, 36" maximum with NO rear lip extending upward.
- d. Side pod may not extend rearward past the centerline of rear axle.
- e. Body must be centered lower frame rails.
- f. If windshield is used, it must be flat.
- g. All body dimensions will be teched + or - ½" unless otherwise specified.

K. Rear quarter distance from center of rear 20" min 30" max.

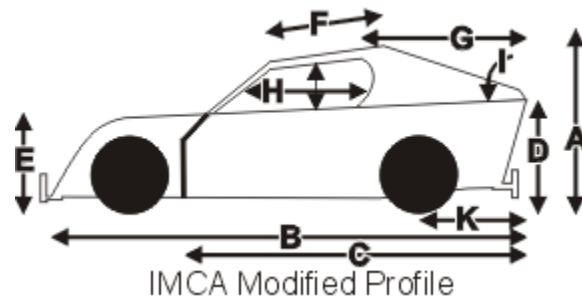
L. REAR SPOILER

- a. Must be single blade lexan or aluminum 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.
- b. Maximum height of spoiler may not exceed 4".
- c. May be mounted at any angle but may not extend beyond or above the rear quarter panel and may not be hinged or adjustable.

- d. No bracing or supports on top, front, or back of spoiler blade permitted.

TUSA IMCA MOD LITE DIVISION

The intent of these preceding specifications is to follow the bodyline and design of a Midwestern IMCA modified racecar body style.



TUSA IMCA MOD LITE

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. 128" maximum total length, bumper to bumper.

C. SIDES AND REAR QUARTER PANELS

- a. 85" max body length from front door edge to rear quarter panel including rear spoiler and mounts.
- b. Body side panels
 - i. Lower rear wheel opening may taper out toward the outside edge of rear tires.
 - ii. Maximum body width can be no more than 58".
 - iii. Side panels must maintain 50" maximum width at the front edge of doors, top edge of doors, and rear edge of quarter panels
- c. Side nerf bars may be mounted on the inside or outside of the doors panels.

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". This area may have a maximum raised ½" lip on each side.

- b. Hood may taper wider from the center line of spindles to the outer front edge of the front door panels.

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 must be level and fastened to the rear quarter panel.
- c. No lips or spoilers of any kind.
- d. Louvers allowed - no holes.

J. ADDITIONAL INTERIOR SPECIFICATIONS

- a. Side pod and rear shelf location must follow the same line and be level with the top edge of the door panels and not extend beyond the front edge of the door or beyond the rear edge of the rear quarter panel.
- b. 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.
- c. Deck lid height from ground 30" minimum, 36" maximum with NO rear lip extending upward.
- d. Side pod may not extend rearward past the centerline of rear axle.
- e. Body must be centered on chassis.
- f. If windshield is used, it must be flat.
- g. All body dimensions will be teched + or - ½" unless otherwise specified.

K. Rear quarter distance from center of rear 20" min 30" max.

L. REAR SPOILER

- a. Must be single blade Lexan or aluminum 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.
- b. Maximum width of spoiler may not exceed 4".
- c. May be mounted at any angle but may not extend beyond or above the rear quarter panel and may not be hinged or adjustable.
- d. No bracing or supports on top, front, or back of spoiler blade permitted.

3. **WEIGHT**

- a. All cars following TUSA "TUSA Stock Engine" program must weigh a minimum of 1260 lbs, with driver after race.
- b. All cars following TUSA "TUSA Spec Engine" program must weigh a minimum of 1325 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 1260#
 2. SPEC 1325#
- 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 and allow for full containment seat bracing. 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 side 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, siped, and/or buffed.
- e. Bead lock rims are optional.

11. ENGINE SPECIFICATIONS (All divisions)

There will be 2 weight divisions:

a. "STOCK" ENGINES - weight requirement 1260#

*1000 cc or less Water-cooled engines produced between 2000 and 2013 may compete in this program.

Engines eligible for this program: Suzuki GSXR 1000 up to 2013, Honda CBR1000 and RR1000 up to 2013, Yamaha YZFR1-1000 up to 2013, and Kawasaki ZX10-1000 up to 2013. All other engine requirements apply from section 11(c).

1. All engine components must remain stock per Original Equipment Manufacturer (OEM).
2. Aftermarket air breather systems allowed with stock OEM rubber type boots only.
 - a. May change air filter with direct replacement.
 - b. Secondary butterflies are optional.
3. Gaskets may be aftermarket.
4. Oil pans may be changed or altered.
5. OEM electronic system only with no additions.
6. Fuel: Gasoline only.
7. Transmissions – All gears must be operational.

All Kawasaki ZX10 engines must run at the 1325# weight requirement.

b. "SPEC" ENGINES - weight requirement 1325#

*1000 cc or less Water-cooled engines produced between 2000 and 2013 may compete in this program. Engine components maybe swapped if it is a bolt on application with no machining or altering of parts permitted. Must remain OEM bore and stroke specs with a maximum CC of 999.

Engines eligible for this program: Suzuki GSXR 1000 up to 2013, Honda CBR1000 and RR1000 up to 2013, Yamaha YZFR1-1000 up to 2013, and Kawasaki ZX10-1000 up to 2013. All other engine requirements apply from section 11(c).

1. All head components must remain stock, (except cam sprockets may be adjustable type).
 - i. Cams must be OEM meeting specs per manufacturer and in stock location.
2. Only OEM ECU type boxes. One additional fuel-monitoring device, which has NO OTHER CAPABILITIES permitted.
 - a. No other modules of any kind allowed.
 - b. No switching devices of any kind may be attached in any way to the electronic system of an engine. All wiring must be exposed to allow for tech inspection.
 - c. Any and all fuel monitoring devices must be mounted in the cowl area for inspection and may not be within the driver's control or reach.
3. Engine must retain its stock fuel injection system with no other form of fuel delivery. Secondary butterflies are optional.
 - a. Fuel: Gasoline or grain based ethanol permitted.
4. Alternator recommended but not mandatory.
5. Aftermarket air boxes with optional velocity stacks are allowed. No ram type air induction.
6. Oil Pan: aftermarket or cut modification allowed.

7. SPEC ENGINE TECH PROCEDURE

- i. Remove injectors for engine cranking compression per rule E. 1. under "General Engine" Specifications: All Divisions
- ii. Cylinder bore and stroke dimensions per OEM spec sheet
- iii. Remove valve cover for cam inspection per rule 1.i. under b. "SPEC" ENGINES above
- iv. Remove clutch cover for crank, rod, and piston inspection - unaltered OEM parts only

- v. Remove injectors for visual intake runner inspection – no altering of OEM runner configuration or valve bowl area permitted
- vi. Visual fuel injection inspection – all parts must be unaltered OEM only
- vii. Visual wiring harness inspection.
- viii. Transmissions – All gears must be operational.

d. “General Engine” Specifications:

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

e. 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.

The goal of the TUSA board members is to provide a controlled set of engine specifications to move our division forward. These rules and regulations are set with the spirit and intent that they will be honored for the next three years.

We must be aware of the existing supply of engines and adjust our rules to maintain parity within our program to ensure the growth of our sport. We all need to make concessions and sacrifices to keep our sport cost effective and competitive.

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 side 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. TUSA MOD LITE CHASSIS

Chassis consists of 4 components areas with upright design.

a. Main Frame Rail Specifications

1. Main frame members must be a minimum of 1" X 2" x .120" wall rectangular steel tubing only.
2. Main frame rail consists of the length between the front lower a-arm cross member and the rear main roll bar upright.
3. Rear frame must be a maximum of 34" to 30" minimum outside dimensions. May taper to a maximum of 24" to 20" minimum from the front of the driver's seat to the firewall.
4. Main frames must have a minimum of 3 cross members between firewall and back of seat fabricated of same material as frame rails.

b. Center Roll Cage

1. All roll cage material must be DOM steel minimum 1.25" x .083" (.095 recommended) in all cars.
2. Must consist of 4 upright roll bars forming loops to create a perimeter upper cage over driver area.
3. Roll bars must be fastened directly to and the same dimension as the lower frame rails (Maximum of 34" and minimum of 30").
4. Uprights must be connected by a minimum of 2 bars on each side of the driver (from the front roll bar to the rear bar) by the same tubing material as the roll bars.
5. Any outrigger components fastened to the roll cage uprights are considered part of the chassis and must follow rule #4.
6. Roll cage may not be more than 44" from bottom of frame to top of cage.

c. Front Clip (In front of the front firewall)

1. Lower frame rails must be a minimum of 1" X 2" x .120" wall rectangular steel tubing only from the front firewall to the lower suspension cross member.
2. Lower frame rails must be a maximum of 24" and 20" minimum width outside dimensions.
3. Material used in the upper rails or supports are at the discretion of the manufacturer.
4. No part of the nose area may be more than 24" wide.
5. Front clip must be centered on the main frame.

- d. Rear Clip (Area Behind Rear Roll Bars)
 - 1. Must have a minimum of 2 parallel rails extending rearward from the roll cage using a minimum of 1 ¼" DOM .083 tubing.
 - 2. Additional bracing or mounting manufactures discretion.

ADDITIONAL CLASSIC RULES

- e. 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.
 - 2. Minimum size 1" x .065". (1.25" x .095" recommended). Classic cars with bars mounted on doors should have full doorframe and minimum of 2 horizontal cross bars. Minimum 1" x .083".
 - 3. Classic 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.
- f. 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
- g. It is recommended that, if using rivets, body panels attach to tabs welded onto cage instead of drilling multiple holes into cage bars.
- h. No down tube frame cars allowed.
 - 1. Any bars going from cowl area to snout must remain below the upper line of hood.
- i. 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 optional.
 - 2. 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:

- a. One trailing rod must be attached to each side of the rear housing by a bracket; either clamped or welded directly to rear housing.
 - b. No “birdcage” type mounting of any kind permitted.
 - c. No linkages of any kind permitted. Third radius rod must be mounted in a way to control the rotation of rear housing only.
 - d. This rod may be adjustable but have no other function.
 - e. A torque-absorbing device may be used in this location.
 - f. A lateral panard or “J” bar will be used to maintain rear-housing position in chassis of car.
 - g. No Cantilever or linkage suspension in front or rear permitted. Shock with spring must be attached directly to rear housing mounts.
- 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 steel bodied with no alterations to the external body of the shock. Retail price of the shock may not exceed \$100.
 - 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, .225 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. Recommended 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 Advisory Board will determine all additional penalties.**
- k. GENERAL GUIDELINES FOR CONDUCT PERTAINING TO RULES INFRACTIONS
 - 1. ENGINE INFRACTION
 - a. Anyone found to be out of compliance with any of the current engine rules (bore, stroke, illegal head modifications, etc. as per current 2016 TUSA rule book) will be assessed the following fines and penalties:
 - 1. FIRST OFFENSE: Competitor (driver) will be disqualified for the race program of record and all points for the season will be expunged from the records to that date. Money won for that night's race program will also be forfeited. In addition, the racer will be suspended for no less than 6 additional races beyond that race (rain outs will not count), with the possibility of a fine being levied if the board feels it is a blatant infraction.
 - 2. SECOND OFFENSE: Competitor (driver) will be suspended for the remainder of the season, TUSA license will be forfeited, and all points for the season will be expunged from the records. In the event that an engine is found to be out of compliance, the engine numbers will be noted and that engine will be henceforth no longer deemed legal to run at any TUSA race regardless of wether it has been reconfigured to be legal or not.
 - 2. MISC. INFRACTIONS (Weight, Illegal Parts, Metal Material, etc.)
 - a. Anyone found to be out of compliance with the rules of driver and car overall weight requirements, illegal suspension, weight, blatant illegal parts or part material, safety, etc. (as per current rule book for the TUSA 2016 racing season) will be assessed the following penalties:

1. **FIRST OFFENSE:** Forfeit of points and monies for the race program of record and warning to have the violation corrected before being allowed to compete at the next event.
 2. **SECOND OFFENSE:** Driver will incur the same fines and penalties as first offence but will subsequently earn an additional race suspension.
 3. **THIRD and SUBSEQUENT OFFENSES:** Driver will incur same fines and earn an additional 2 race suspension and forfeit all points earned to date.
3. **MINOR INFRACTIONS:**
- a. These are non-performance enhancing infractions however these dimensional based rules need to be followed for the following items and please note the penalty offence:
 1. Body Measurement
 2. Wheelbase Measurement
 3. Brake Rotor Thickness
 4. Bumper Dimensions
 - a. **FIRST OFFENSE:** Assessed 5 Finishing Position Penalty both points and payout. (after 11th place finish there is only a \$10.00 and 10 point reduction penalty due to payout and point structure). Warning to have the violation corrected before being allowed to compete at the next event.
4. **REFUSAL TO SUBMIT TO TECH PROCEDURES:**
- a. Any driver or car owner that refuses to be tech'd by the TUSA will result in a maximum suspension of 6 races and loss of points to date. The length of the suspension will be solely at the discretion of the
 - b. TUSA board members and will be voted upon by the entire board after a meeting is convened to discuss the matter. All decisions are binding and final; no appeals or changes may be made after the issue is settled. The meeting shall not be conducted on the night of the program in question.

**** Race cancellations will not be counted towards the suspension period earned by the offending driver.

EFFECTIVE DATE OF THESE RULES JANUARY 6, 2016.

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