



2011

TEXAS PRO SEDAN RULES & SPECIFICATIONS

29th Edition

Effective January 1, 2011

Changes from 2010 TPS Rules shown in **BOLD**

PURPOSE:

The purpose of the Texas Pro Sedan (TPS) organization is to promote and advance professional small-sedan racing on oval and road racing circuits in the Southwest. To this end, TPS provides an evenly-competitive, efficiently-organized and managed series with a continuity of rules and schedules, appropriately distributed purses, economy of travel and with quality officiating and administration as well as reasonable costs to benefit the members of the Texas Pro Sedans series.

CAR TYPES – ELIGIBLE CARS:

TPS cars are limited to four-cylinder small sedans (of the same engine/body type) sold in U.S. in quantities of at least 5,000 units. Any car conforming to TPS specifications will be eligible to compete in TPS sanctioned races. TPS Officials may invite non-specification cars, such as comparable Mini-Stocks from Wichita Falls, Corpus Christi, Houston, and others (ie: appropriate SCCA sedan classes) to participate in TPS sanctioned events. Invited cars will be subject to special regulations designed to assure even competition with TPS specification cars. These special regulations will usually be published or stated to entrant(s) prior to the TPS event. Special regulations for invited cars will be evaluated frequently to assure even competition. TPS reserves the option to temporarily authorize certain R & D - Research and Development cars to compete with components not conforming to current TPS specifications. R & D projects will be announced in annual TPS rules, or by TPS Technical Bulletin or in drivers meetings or before competition.

NUMBER AND CLASS/SPONSOR:

TPS cars are required to display large (approx 20") competition numbers on both doors, a large roof top number facing the grandstand scoring, towards the right side of the car, and a smaller (at least 6") rear number above the left rear bumper. Car numbers must be easy to read, non-reflective and of a single and highly contrasting color to their background. Two digit numbers will be legibly spaced. Three digit or numbers with letters are not permitted. All car numbers are authorized by TPS and assigned to full-season driver/members for a one-season period. TPS may use letters in Race Results to ID drivers.

SPONSOR ADVERTISING:

Sponsorship identification and printing is free if it does not interfere with race car numbers, is in good taste, and does not conflict with TPS or host track sponsor contracts. Cars may be required to display certain individual sponsor decals in order to be eligible to receive prize money or applicable sponsor awards. The authorized TPS logo decal will be installed on top of windshield. Hoosier decals will be displayed on each front fender. Race Officials will install a TPS inspection decal on the lower, left front windshield area. (Note: If available ,TPS decals, will be provided free by TPS for TPS race car use only).

MEMBERSHIP:

Each driver is required to be a Texas Pro Sedan member of the current year. Seasonal driver membership dues - \$75. Note: Driver dues paid at previous last season race receive a one time \$10 discount. Temporary driver memberships are offered and allowed at the discretion of TPS for amounts specified on the Entry Form and are good for one TPS event. Temporary (one race) driver membership dues are \$25. Associate ("Mailing List") membership dues are \$25 and are offered to TPS car owners, crew and other interested persons and may accumulate toward a driver membership. All seasonal memberships are good for the declared season regardless of fractional use. To be a TPS driver/member, individuals must demonstrate acceptable race car driving techniques and must be at least 16 years old or comply with host track age minimum requirements. Parents of minor drivers will execute a notarized release for TPS and host track files.

BEHAVIOR AND CONDUCT:

TPS Officials may temporarily suspend a TPS membership or assess a fine or penalty (prize money or driver points) for cause (ie: improper driving techniques, successive and repetitive official warnings, misconduct at race events, etc.). Misconduct and/or misbehavior extends to the driver's crew personnel. The driver is responsible for his/her crew's conduct. TPS Officials will temporarily or permanently revoke a driver's membership due to crew or driver misconduct which is detrimental to the welfare of the Texas Pro Sedans, its members, officials or host tracks. Drivers are responsible to communicate this crew behavior and conduct rule to all persons on their crew. Frequent or chronic over-aggressive driving or multiple penalty history is cause for temporary or permanent removal of a driver's TPS membership.

RACE PROCEDURES:

Race Procedures will be described by Race Director at each Driver's Meeting **at which attendance is mandatory. Drivers not attending, not practicing or not having operating scanner or transponder will start at rear of the race.**

Procedures are available to all drivers from the TPS Race Director for reference and compliance before, during and after race competition. Members and crews are urged to become familiar with these event-governing race rules. Protest Fees: Technical \$150 – Scoring Inquiry \$75 . If the Technical or Procedural Protest item is upheld (found correct) the protest fee is returned to the driver who competed and filed the protest and an appropriate penalty is issued to the protested car by TPS Officials. If the Technical Protest item is not upheld (found incorrect) the protest fee is not returned to the protestor and two-thirds of the fee will be paid to the owner of the protested car and the remaining third will be paid to TPS Officials for overtime work. Scoring Inquiry, if the Inquiry is upheld (found correct) inquiry fee is returned to the driver who competed and filed the inquiry. Appropriate official final race results changes are made to the questioned car's finish in that race. If inquiry not upheld (found incorrect) the inquiry fee is not returned to the filer. Instead, two-thirds of the total fee will be paid to TPS Officials for their overtime work. Remaining third will be deposited into the TPS Treasury. Note: TPS reserves the option to accept or reject any Technical or Procedural Protest or Scoring Inquiry at time of filing. Inquiry must be submitted to a TPS within 15 minutes of the provisional posting, if available to TPS on race date. Transponder Scored Races or Time Trials may not be protested. Official decisions are final.

TRANSPONDER: In order to be scored TPS cars are required to be equipped with a functioning AMB x 260 transponder. Non-compliance or not having an AMB transponder signal reception will result in car not being scored and placed at rear of all transponder cars. Transponder must be located on the front right or left frame rail, measuring 22" to the nose of car, with no obstructions to track surface. If racing at a non AMB track, TPS cars are required to rent a compatible transponder unit.

TECHNICAL SPECIFICATIONS - *(Please read carefully and file)*

1. FRAME, BODY, GLASS, SPOILERS, FUEL CELL:

A. The stock frame, sub-frame or body main frame will be utilized between axle center lines. A fabricated frame may be optionally utilized. A fabricated frame - defined as "substantial frame deviation from stock which replaces frame structure".

B. Body and all body components will present a neat, complete and professional OEM appearance and will retain the original stock contours and shape as seen from any angle. "Bubbles" for carburetor/air filter, upper shock mounts or door bar clearance are allowed if appearance is reasonable and does not distort OEM appearance. Outside nerf bars, "outrigger" jack points and exhaust tube ends protruding beyond the body line (sides) are not allowed. TPS Officials have sole approval of the car's finished appearance.

C. Fenders may be widened or flared. Flares will be metal, rubber or fiberglass. Tires and/or wheels should not protrude outside body line. Fenders, hood, rear deck, roof and doors may be metal, fiberglass or approved composite material. Front and rear inner fender panels may be removed. Grill material may be substituted. OEM grill appearance must be reasonably maintained. All body panels will be firmly secured. Holes or vent devices are not allowed in coach work. Running boards are optional if original (ie: VW Sedan). Body upgrades allowed if in same make & family (ie: fwd Rabbit on fwd Bug, rwd Pinto on a Mustang, fwd Ford Focus, Probe, Taurus or Fusion on a Pinto/Mustang, Chev Cobalt on a Chevette, etc). Before beginning any body upgrade, members must submit their installation plan and obtain approval from TPS Race Director.

D. Front and rear bumpers and brackets are optional. If visible, bumpers must mount near OEM position, retain OEM characteristic (no homemades), use no over-ride bar and present no hazard to others (too low, too high or too wide).

E. OEM windshield and rear glass is required and must maintain OEM appearance and angle. Lexan may be substituted. Quarter-window glass is optional. If used, it must be OEM or Lexan. All glass or windows will provide clear vision for the driver and other fellow drivers to see through. Door windows will remain open. Note: Side door window vents are allowed as long as they use OEM safety glass or Lexan, do not present a sharp edge hazardous to driver, and maintain a minimum escape opening of 17" x 24" or the OEM size. Front or rear OEM glass will be secured with metal tabs (front), metal tabs or straps (rear) at least three inches long, one-half inch wide, one-eighth inch thick and firmly secured to body. Front and rear Lexan will be secured with multiple rivets or bolts. Inside windshield bracing is recommended. Side "NACA duct" vents may be installed in the triangle and/or the rear quarter window area.

F. The latches for doors, hoods and decks may be changed as long as the new system is at least as secure as the original. Hatch-back type cars will add a rubber strap or hood pins to reduce chance of accidental opening. Welding, bolting or riveting is permissible.

G. Air dams, intakes, covers, or front spoilers will not exceed the most forward point of the car's vertical body plane. One fabricated 45" x 5" rear spoiler is optionally allowed on all TPS cars if they comply as listed: 1) Must be fabricated from clear Lexan or Plexiglass as a single, flat blade in a single plane. 2) Cannot be covered with decals or anything else that obstructs vision. 3) Must not exceed 45 inches in length and not exceed cars rear body width. 4) Must conform to the body shape but must not extend more than 5 inches from the body work at any point. Sharp corners must be rounded. 5) Must not have any sort gurney lip) or break at the top.

6) May be mounted at any angle to the body work, but may not remotely adjustable. 7) Must be securely attached to the rear of the deck lid or rear body work by no more than a total of four braces and may use metal material, 1 inch angle x 45 inches as a mounting base.

H. Fuel cell is mandatory. Fuel cell protection bars are recommended. Fuel cell will be located within body and centered near the original gas tank location. It will be firmly secured and subject to safety approval by TPS Officials. A positive locking fuel filler cap must be used. Breather vents must be designed so fuel will not escape if car is upside down. If cap is located directly on the fuel cell, a check valve is not required. If it is not located directly on the fuel tank, a check valve must be installed to prevent fuel from escaping if the cap or filler is torn off. Fuel cell breather must vent outside the car. Cars will not leak oil, fuel or coolant.

2. INTERIOR, SAFETY EQUIPMENT, ROLL CAGE:

A. The lightening of floors, doors, underside or interior panels of body and the removal of windows is allowed. Firewalls and floors may be replaced but must be metal. Metal firewalls must isolate the driver from the engine and fuel cell. Firewall holes for tubes, cables, etc. will be sealed. Sunroof openings must be welded shut.

B. A securely fastened competition seat is required. Incorporation into the roll cage is considered the best seat securing system. A padded headrest, on seat or roll cage, is mandatory.

C. Air ducts are allowed inside the car so long as they do not interfere with driver's vision. Vent holes in windshield, side, hood, fenders, top or rear deck are not allowed (See Glass-Lexan rule, para 1E for vent allowances).

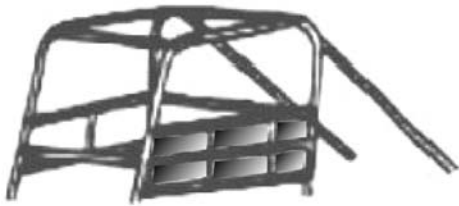
D. Seat belts. Properly installed competition-type seat belts with five attachment points, two for the waist, two for upper torso and a crotch harness are required. The locking mechanism will be a metal-to-metal quick release type. Lap belts must be three inches wide. Shoulder straps and crotch harness must be at least two inches wide. TPS recommends that seat belts should be no older than five years. TPS may require compliance at host tracks where this rule is mandatory.

E. A fire extinguisher (utility or central) must be easily reached by driver, **firmly secured, shall have quick release**, have a minimum capacity of 2 lbs and have a charge reading gauge. A minimum 10 lbs pit/trailer extinguisher is also required.

F. A driver's side window safety net, attached to the roll cage or window frame, is mandatory. The window net will have a quick release mechanism.

G. Instrumentation/gauges are free. The instrument panel shall have no sharp edges.

H. **Roll cage.** The main roll bar hoop must extend the full width of the driver/passenger compartment and must be a minimum of two inches above the drivers helmet when seated normally (as near the roof as possible) and shall not be more than six inches behind the driver. A similar hoop must be installed in front to support the pillars with horizontal bars connecting the front and main roll bar hoops at each side of the top. The front and rear hoops shall be united to protect the driver upon lateral impact. Three driver side door protective bars with two upright connecting bars will be used. All cars will install minimum 1/8" welded steel intrusion plates outside of driver door side bars. Plates will protect all of the driver's body parts when he is seated. Two passenger side door protective bars with an upright connecting bar will be used. Rear hoop systems must have at least two fore/aft braces. The tubing used around the driver will be steel with a minimum one and one-quarter inch (1.25") outside diameter by ninety thousands (0.090") wall thickness. Bending of roll bar tubing shall not collapse the tubing



wall. Driver door and overhead steel protection plates, welded outside of bars recommended. TPS Officials have the option to allow variations or roll bar systems approved by other racing organizations. See example. Note: Construction quality of this example may be exceeded. Example is to demonstrate minimum levels of roll bar quality and craftsmanship. This design example must be followed in principal during construction. Note: Roll cage installation and protective quality will be inspected by TPS and subject to acceptance.

3. WEIGHTS AND ENGINE:

A. **All cars will weigh at least 1.1 lbs per c.c. unless a weight reduction is permitted in sub paragraph B & C below.**

B. **R&D Notice:** The minimum weight rule of 2,300 lbs is continued **(In 2011 ARCA head equipped engines will continue to weigh not less than 2,350 lbs). This R&D minimum weight is anticipated to continue to equalize performance which was experienced during the 2010 season. Based upon demonstrated performance during the 2011 season, this weight rule may be adjusted, plus or minus, as is needed to maintain equal performance.**

C. **Weight rules and weight reductions:** (1). Air-cooled cars may deduct 15% from the formula shown in Para 3 A above.
(2). OEM frame cars may deduct 5% from formula shown in Para 3 A above.

D. Left side maximum percentage requirements:

54% - all cars using a full fabricated frame and an Esslinger ARCA or SVO after-market head combination

55% - all cars using a full fabricated frame and an OEM head combination

55% - all cars using an OEM frame and an Esslinger ARCA or SVO after-market head combination

57% - all cars using a OEM frame and an OEM head combination

58% - all air-cooled cars using any frame or any head combination

Note: Esslinger D port heads are considered OEM until further notice.

Note: To maintain even performance potential between top-finishing competitors, TPS reserves the option to alter weight formulas as season performance justifies change(s). (This TPS policy rule has existed for many years).

E. Weight transfer devices are allowed but may not be adjustable by driver in car or by remote control or when car is underway. Loose or easily moved ballast weight is not allowed. All ballast weights must be securely installed.

F. All cars overall weight will be weighed and maximum percentage left-to-right offset weight weighed with driver seated in center of seat, with the helmet worn in the race on head or in lap.

G. Top-off gallons or equivalent pounds will be specified before race(s). (Top off after qualifying time trials is not allowed). TPS crews are responsible to hand push their car on and off TPS scales without assistance from TPS Officials.

H. Maximum displacement for all engines is 2350cc. Engines may be modified as described in following paragraphs.

I. Engines must be in same family as make and model of car. Earlier or later model engines may be used provided they retain the original design concept (ie: Ford Focus allowed in Pinto or Mustang. Before purchase of replacement engine, members are required to obtain approval **from TPS Race or Administrative Director**. SOHC or DOHC heads utilizing two, three or four valves per cylinder are allowed. Note: Heads using DOHC configuration must be OEM and utilize OEM valve sizes and are limited to one Holley/Weber Series 5200 carburetor (32mm X 36mm) or for an extended R & D period (length tba) the Weber DEGES/DEGAS (38mm x 38mm).

J. Engine location: (1) Engines in cars equipped with OEM frames must be mounted in the OEM location. (2) Engines in cars with fabricated frames must remain in the approximate stock location for the corresponding body style. (3) Engines in cars with fabricated frames configured with front-engine/rear-wheel drive may not be set back further than the plane where the front ball joints align with the front spark plug opening. Note: Engines that are set back further than the above allowances or deviating from standard location on OEM frame cars will be assessed a weight location penalty.

K. The following engine components are free: crankshaft, connecting rods, pistons, sleeves, pins, rings, retainers, rocker arms, cam followers, pushrods, valves and valve size, valve springs, flywheel. (Note: In DOHC engines, valves must be OEM sizes). Camshafts are free but must be in original location. Block must be OEM. After-market heads are allowed (except on engines using DOHC heads). Exhaust system is free, and must exit well away from the driver and be firmly secured and preferably floating to avoid fracture. Exhaust tube(s) may exit through bodywork provided the exhaust system is separated from the driver by effective metal shielding and is located in the lowest possible position. Body work may be notched for exhaust clearance. VW Sedans or Karmen Ghia using stingers protruding beyond the body line will safety the stinger tube with cable or chain to prevent loss on track. Air-cooled VW's may use a "Tee Pee" type exhaust system. A minimum size hole in engine lid is authorized. At Thunder Hill Raceway, TPS cars exceeding 96 db, measured at 100', under full power and at best lap times, will not be allowed to race at THR and will not receive pit pass refunds. This is a requirement of Thunder Hill Raceway and applies equally to all touring series racing at THR and to all THR local classes.

L. Intake manifold is FREE, must be in OEM location, be inside OEM body line, with a non-frontal air intake bubble on the hood allowed for air filter clearance. Bubble may not restrict driver vision. All air and gas must pass thru carburetor. Maximum allowable space between carburetor base and intake manifold is 2" including gaskets (gasket material is optional).

4. Carburetor: Carburetor and left side weight percentage allowances summary list:

A. All cars may use one Weber DEGES/DEGAS (maximum throttle bore 38 x 38mm)

B. All cars may use one Holley 350cfm #7448 (maximum throttle bore 1 & 1/2")

C. All cars may use one Holley 500cfm #4412 (maximum throttle bore 1 & 11/16") See Esslinger head note 1, 2 & 3 below

D. All cars may optionally use one Holley/Webber #5200 (maximum throttle bore 32mm x 36mm)

E. DOHC 16 valve engines use one Holley/Weber #5200 (32mmx36mm) or R & D Weber DEGES/DEGAS(38mm x 38mm)

F. Air cooled VW optionally use one Weber 44IDF or EMPI 44HPMX on OEM or after-market air cooled heads.

Note 1: TPS has option to conduct R&D tests on OEM Fuel Injection equipped cars. Weights adjusted as warranted.

Note: If a restrictor plate becomes required, a 40mm primary x 40mm secondary (1.496063 inches, or less) restrictor plate is required installed between the intake manifold and the 500cfm carburetor on Esslinger "ARCA" head engines.

G. Over 2000cc domestic, rear wheel drive cars (ie: Pinto, Mustang, Probe, Chevrolet) equipped with aftermarket cylinder head may optionally use one Holley 2bbl 500cfm (#4412) under the below described conditions:

- 1) A restrictor plate is not required on Esslinger ARCA or SVO head cars at THR or CCS (**tba for races elsewhere**)
This ARCA or SVO head with no plate R & D rule is extended for a 2011 period, length of R&D to be announced.
- 2) The crankshaft must retain stock stroke; and
- 3) If authorized by TPS Officials.

H. If a restrictor plate becomes a required item, Inspection to validate compliance with Para G1 may be done by removal and inspection of the restrictor plate, cylinder head, physical measurement of bore and stroke, visual inspection of pistons, P & G test measurement, or other methods deemed appropriate by TPS Officials. Note: The restrictor plate must be designed so that no air or fuel can flow through or around the restrictor plate except through the two 40mm x 40mm openings and will be one-eighth inch (.125") in thickness. In addition, the two 40mm x 40mm openings must have the same diameter from top to bottom and be cut vertically with no bevels, slopes, rounded edges, or tapers.

I. All above listed carburetors may be optionally modified only as listed below:

- > Change jets (**Note: An "Adjust-A-Jet" metering block is allowed and considered a more practical jet change**)
- > Modify or eliminate choke mechanism (the stock air horn may not be modified)
- > Change/eliminate air cleaner (velocity stack is optional and will not exceed 3" above air cleaner lip)
- > Improve progressive linkage function
- > Machine thread side of throttle plate screws (only)
- > The secondary accelerator pump discharge nozzle may be made (optionally) functional
- > Remove extra parts (i.e. solenoid and brackets that do not improve carburetor performance.)

J. Required Carburetor Modification: All inlet lines will use screw-in type fittings. Pressed inlets are not allowed. If authorized carburetor is not available, members may temporarily apply to TPS Officials for permission to use an OEM carburetor provided it doesn't exceed the size limitations listed above.

Note: To maintain even performance between top-finishing competitors, TPS reserves the option to alter carburetor or restrictor plate specifications as season performance justifies change(s). (This TPS rule has existed for many years).

K. **FUEL:** Any readily available gasoline is allowed. Octane raising additives are allowed. Alcohol or any oxygen bearing additive (i.e. Nitrous Oxide) is not allowed. Fuel sample specification compliance tests may be taken at TPS races.

L. The number and location of oil coolers is free. Oil coolers may not be located in the driver's compartment unless separated from the driver by shields. The radiator must be in a conventional location. Capacity is free. Anti-freeze or oil based coolants not allowed at TPS races due to host track rules. Only water in cooling system is permitted.

M. The lubrication system is free. Dry sump systems are not allowed.

N. A breather system from the engine is mandatory. Excess oil must empty into a catch tank of at least one quart capacity. A radiator overflow catch tank of at least one quart capacity is required. Catch tanks for the transmission and differential are required. All catch tanks will be attached securely and located outside the driver's compartment, or separated by metal shields from driver.

O. Water, fuel, oil lines, tubing or oil filters located in the driver's compartment must be isolated from driver by containment or shielding. Aeroquip lines passing through the driver's compartment are approved. All others must be in a shielding duct.

5. TRANSMISSION, DRIVE TRAIN, CLUTCH:

A. The transmission make is free. Internal and external modifications are free. Manual transmissions are limited to five (5) forward speeds. Automatic transmissions are allowed. Reverse gear is required to be functional at all times. Explosion proof bell housing or scatter shield is strongly encouraged on front engine and Front-Wheel Drive cars.

B. The differential is free. Quick-change is not allowed. The locking of differential or use of limited slip is allowed. Four wheel drive (OEM) operation is not allowed. Cars are limited to choice of two driven wheels, either front or rear. Drive shaft catch loops of metal construction are required near the front and rear of the drive shaft.

C. Clutch is free in size and type on all cars and must be functional.

6. SUSPENSION, WHEELS, TIRES, BRAKES:

A. Suspension mounting points may be modified. Stronger or weaker springs may be used. Aftermarket shocks are allowed. Front and rear coil-over suspension systems are allowed on all cars. Installation placement is free on all makes & models. Spindles must be OEM within manufacturer's product lines. Use of spring adjustment devices (weight jackers) is allowed on all cars, but may not be adjustable by driver in car or remote control or when car is underway. Suspension bushings free.

B. Shock absorbers are free. Mounting location free, but must not exceed exterior body limits of car with modification workmanship subject to inspection. All cars may not exceed original quantity of springs/shock absorbers.

C. Steering system must be in OEM location. No OEM 4-wheel steering allowed. Locking systems removed. Ratio is free.

D. Stabilizer bars or Z bars are free in diameter, material or mounting and limited to one per axle unless the car was manufactured with more than one bar. The attachment device between the rear trailing arms on cars such as VW Rabbit or Scirocco is considered to be a stabilizer bar.

E. The wheel base shall not be changed from OEM specifications. Track Width (center of tire to center of tire across either axle) is limited to 66 inches.

F. Steel (only racing wheels of any manufacture, any size or width are allowed. Aluminum **or alloy wheels** are not allowed.

G. **TIRE RULES:** All cars must utilize the Hoosier F60 8.0/23.0 x 13" racing slicks. The Hoosier TUSA F 60 8.0/23.0 x 13" tire may be used in 2011 **until all TUSA privately owned inventories are depleted**. TPS members must purchase tires from the only official TPS tire dealer: Jerry Spencer, Austin, TX. Tires from Jerry Spencer will be delivered on race day to THR or shipped to other tracks. For shipping orders, call Jerry Spencer's 24-7 number 512/784-1192.

Tires treated with softening material or recapped Hoosier or other makes of recapped tires are not allowed.

There is no tire limit unless a pit stop tire-change limit rule is imposed by TPS Officials at the drivers' meeting before race.

Note: TPS reserves the option to authorize certain DOT rated street tires or other tires for specific cars or events.

H. **BRAKES:** Brakes must be of original design and within the actual make of compact car or light truck of the product line and must be able to fit inside its OEM sedan wheel. Four wheel brakes from OEM components will be used and must be highly effective. After market or racing brakes are not allowed. Front and rear disc brakes are allowed providing they are of the same manufacturer. Drum brakes may be changed to disc brakes and visa-versa. Linings, springs, cylinders and hoses are free. Brake cooling is free (ie: ducting, perforating and ventilation). Changing drum material is permitted (ie: aluminum instead of steel). Wheel studs, bolts and stud locations may be improved. Spacers (separators) between the hub and drum/disc are allowed. Dual master cylinders recommended. Brake bias adjusting devices are allowed. Brake bias adjustment while car is in motion or remotely controlled is not allowed.

7. ELECTRICAL:

The electrical system is free. Battery(s) must be securely fastened. If located in the driver's compartment, the battery must be inside a waterproof container and secured. The starter motor must be functional for the start of competition and for P&G engine displacement measurement. **Non-functional self-starting cars will be black flagged.** The charging system is optional. All cars will be equipped with a master switch, located on dash, accessible to driver, or at the OEM key location. An outside ignition cut-off switch (if used) will be located on the front cowl. Switches will be clearly marked "OFF".

8. **DATA SYSTEMS:** Traction control devices and on-board data gathering computers are not allowed.

9. SAFETY EQUIPMENT AND PROCEDURES:

A. **RECOMMENDED DRIVER SAFETY APPAREL:** Full coverage, multiple thickness nomex layers, or better, driving suits, undergarments, gloves, socks, hoods, head and neck restraints and neck supports, etc. are recommended. Leather or nomex shoes should be worn. Recommend full face coverage helmets that meet or exceed Snell SA 2000 specifications. Any safety equipment selected, used or worn by the driver or crewperson is solely that person's responsibility for **drivers** own self-protection and is not mandated by TPS.

B. **STANDARD SAFETY PROVISIONS:** Before competition, the following facilities will be inspected: access to fire extinguisher, windshield tabs, rear window tabs or straps, catch tanks, breather catch tanks, seat belt/shoulder harness/crotch harness (see page 3, para E), oil or water leaks, play in ball joints/wheel bearings, the function of the steering box, use of safety wire, clips or washers on tie rod ends, etc., rear view mirror(s), proper rear/side views, loose objects inside car, dangerous, sharp or loose objects on/in the car. Car safety inspections by TPS Officials in no way certifies that car is actually crash-worthy. Car protection safety is the sole responsibility of the car owner.

10. RADIOS: Radio communication between crew & driver is allowed but not on interfering frequencies with TPS or official host track frequencies. TPS drivers are required to effectively receive VHF channel 154.570 MHz for communications from TPS Officials when on track (practice, time trials or races). Failure to comply will result in grid penalty(s).

11. OFFICIAL DECISIONS: Cars with deflated or flat tires and smoking cars or engines will be black flagged off the track and excluded. TPS Officials reserve the right to determine intent of all rules and specifications herein covered. Circumstances not covered in these rules will be acted upon by TPS Race Director. His findings and rulings will be final.

12. CLAIMS, LEGAL ACTIONS OR SUITS: Drivers, car owners, crews or their survivors shall have no claims, legal actions or suits against TPS, it's Race and/or Administrative Director, Race Officials or sponsors for reasons such as official decisions, penalty, disqualification of car or car's personnel, damage to car, personal property, physical injury or death. A release statement to this effect will be signed by drivers as a condition of membership and by drivers and crews at the host track pit office prior to allowance of TPS race participants into tracks for TPS races.

13. INSURANCE: Host tracks are required by signed agreement with TPS to provide participant racing insurance, notify TPS of coverage limits prior to race date and are responsible for pre-payment of insurance premiums to cover each race date. Insurance limits provided by host tracks will be made known pre-race to TPS members to allow driver evaluation of insurance quality and decision as to whether to participate in races at host tracks. Claims must be made by TPS participants.

14. TEXAS PRO SEDAN CHAMPION AND ROOKIE OF THE YEAR: TPS Champion and Rookie of the Year awards will be determined by total TPS points earned at sanctioned events during the prescribed point season. The points will be the value, as described in para's 15 thru 19 below in the Driver Point Structure and will include entry and gate arrival bonus points. In the event of driver change, points are earned by the driver who raced the majority of one car's laps. A trophy will be awarded to the TPS Champion. A Rookie-of-Year trophy will be awarded to the rookie driver with most championship points if a rookie driver competed in no more than a total of five previous TPS races. Both awards will include a custom made Hoosier Racing Tire Jacket. (Champion and/or Rookie ties broken by most feature wins, most 2nds, 3rds, 4ths, etc)

15. DRIVER POINT STANDINGS: Driver Championship Point Standings will be periodically published and distributed by U.S. mail, Email or FAX to all driver members, associate members, TPS Officials, host tracks, sponsors and press/ media.

16. HEAT RACE POINT STRUCTURE:

1st – 5 points 2nd – 4 points 3rd – 3 points 4th – 2 points 1 point to all other starters of a heat race.

17. FEATURE RACE POINT STRUCTURE AT EVENTS WHICH INCLUDE HEAT RACES:

1st – 12 points 3rd – 7 points 5th – 5 points 7th – 3 points
2nd – 9 points 4th – 6 points 6th – 4 points 8th – 2 points Note: 1 point to all other starters.

18. FEATURE RACE POINT STRUCTURE AT EVENTS WHICH DO NOT INCLUDE HEAT RACES:

1st – 17 points 3rd – 10 points 5th – 7 points 7th – 5 points 9th – 3 points
2nd – 13 points 4th – 8 points 6th – 6 points 8th – 4 points 10th – 2 points Note: 1 point to all other starters

19. DRIVER CHAMPIONSHIP BONUS POINT STRUCTURE:

- + 2 points > To Driver who submits a valid advance entry form and paid entry fee which is post-marked at least 14 days prior to race date and arrives at track on race date with running TPS car.
- + 1 point > To Driver who submits a valid advance entry form and paid entry fee which is post-marked at least 7 days prior to race date and arrives at track on race date with running TPS car.
- + 1 point > To Driver who arrives and registers running TPS car at pit gate not more than one hour after scheduled pit gate opening or one hour after if pit gate actually opens late. This rule applies to all races unless adjusted.
- + 1 point > To Driver of car posting the fastest, non-TPS track record time trial lap in Official TPS Time Trials.
- + 2 points > To Driver of fastest car establishing a new record at a new/reconstructed track or significant TPS rules change.
- + 3 points > To Driver of the fastest car breaking an existing Texas Pro Sedan track record in Official TPS Time Trials.

Note: Other Bonus Points (other than listed above) will be announced in Bulletins and/or at Drivers Meetings).

20. Note: A race starter is defined as a running TPS car on track, during any of the pace lap(s) or during any race lap(s).

21. PRIZE MONEY: Will be secured from the track or sponsors of TPS races by the Race and/or Administrative Director. Payment schedules will be in accordance with posting in race event flyers and schedules. Stop payment may be made on TPS checks not cashed within 45 days of the checks date . Only drivers registered and officially entered before competition are eligible to receive prize money/awards/points. Advance entrys are strongly encouraged so TPS may professionally meet it's obligation to host tracks for accurate pre-race publicity. Only advance entrys will be notified by phone, e-mail or FAX in the event of rain or event schedule changes. A \$25 penalty will be charged for each returned check. Entry fees are refunded

until car passes through pit gate, unless otherwise stated on Race Bulletins. A \$10 (or other tba late fee amount) for entries received at track will be charged. Contingency prizes are paid provided drivers/cars meet all stated requirements. TPS Officials pay will be deducted from the purse if not available from the race promoter, track operator or sponsor(s).

22. SPECIAL PROVISIONS: With proper advance notice, special rules which apply to a specific race may be added or deleted in the interest of safety, even competition or special requirements to regulate, shorten or lengthen events. Grid format will be varied as practical and co-determined by the Race & Administrative Directors. Agreements with host tracks will usually be secured at least two months in advance of race date to allow members sufficient race preparation time.

23. UNFORESEEN CIRCUMSTANCES: Circumstances, for whatever reason unforeseen in these rules, will be ruled on at the discretion and judgment of TPS Officials. Findings rendered by the TPS Race Director will be final.

24. TECHNICAL INSPECTION: The Technical Inspector(s) shall have responsibility to inspect for compliance with TPS rules and specifications. Rejected cars may be presented to the Inspector for re-inspection. Inspection(s) will take place in location(s) and as scheduled by TPS Officials. Failing to render for inspection is cause for penalty or disqualification.

25. RULE DEVIATIONS: TPS encourages all members to participate in races with a car that meets all specifications. If this is temporarily not possible, minor deviation from Technical Specifications and Rules may, at the discretion of TPS Officials, may be dealt with by issuing a corresponding weight penalty (prior to competition) to equalize apparent minor deviation or performance advantage and yet still allow the car to race. Weight penalties will be appropriate!

26. RULES CHANGES: These rules may be changed or amended permanently if the TPS Technical Committee deems change(s) necessary to maintain the purpose of TPS. Amendments will be made by Technical Bulletin and distributed to all members and posted on www.TexasProSedans.com. These rules will stand as written until further notice.

APPROVED FOR TEXAS PRO SEDANS 2011 COMPETITION by the TPS TECHNICAL COMMITTEE:

DAVID MACKEY - TPS Race Director & Inspector - Phone 512/280-4869 Cell 512/913-9364 - dmackey1@austin.rr.com

PAST PRO SEDAN CHAMPIONS:

2010	Mike Merrell	# 70 VW Scirocco	1994	Bill Krueger	# 71 VW Scirocco
2009	Mike Merrell	# 70 VW Scirocco	1993	Mikey Cullen	# 70 VW Scirocco
2008	Sergio Hexsel	# 20 VW Rabbit	1992	Bill LaBarge	# 27 VW Scirocco
2007	Sergio Hexsel	# 20 VW Rabbit	1991	John Leonard	# 54 VW Rabbit
2006	Donnie Moore	# 70 VW Scirocco	1990	Donnie Moore	# 70 VW Scirocco
2005	Sergio Hexsel	# 20 VW Rabbit	1989	Joe Osborne	# 16 VW Rabbit
2004	Bill LaBarge	# 27 BMW	1988	Ricci Ware, Jr	# 1 Datsun 510
2003	Bill LaBarge	# 27 BMW	1987	Mike Boer	# 70 VW Sedan
2002	Randy Lee	# 30 Ford Mustang-svo	1986	Ricci Ware, Jr	# 1 Datsun 510
2001	Bucky Hutchinson	# 47 VW Scirocco	1985	Bucky Hutchison	# 57 Mini Cooper
2000	Bucky Hutchinson	# 47 VW Scirocco	1984	Ricci Ware, Jr	# 22 Datsun 510
1999	Bucky Hutchinson	# 47 VW Scirocco	1983	Paul Jett	# 2 Chevrolet Chevette
1998	Bill LaBarge	# 27 Honda CRX	1982	Mike Boer	# 70 VW Sedan
1997	Bill LaBarge	# 27 Honda CRX	1981	Neil Upchurch	# 76 VW Sedan
1996	Bill LaBarge	# 27 Honda CRX	1980	Neil Upchurch	# 76 VW Sedan
1995	Bill Krueger	# 71 VW Scirocco	<u>Note:</u>	TPS Championship was not contested in 1976, 77, 78, 79	

TEXAS PRO SEDAN TRACK RECORDS AND HOLDERS:

<u>Date</u>	<u>Track</u>	<u>Record</u>	<u>Driver/Type Car/ Engine cc</u>
August 7, 2010	C.C. Speedway, Corpus Christi, TX (1/4 mile)	14.847	Mike Merrell/VW Scirocco/1690
March 27, 2010	Thunder Hill Raceway, Kyle, TX (3/8 mile)	16.374	Tom Johnson/Ford Mustang/2340 arca
Sept 5, 2009	Red River Speedway/Wichita Falls, TX (1/4 mile)	14.880	Tom Johnson/Ford Mustang/2340 arca
July 11, 2009	C.C. Speedway, Corpus Christi, TX (1/4 mile)	15.210	Tom Johnson/Ford Mustang/2340 arca
March 3, 2007	San Antonio Speedway (1/2 mile)	21.480	Ja Lane/Ford Focus/2010
June 21, 2003	Houston Motor Speedway (3/8 mile)	16.017	Randy Lee/Ford Mustang-svo (no restrictor plate)
Oct 3, 1997	Longhorn Speedway, Austin, TX (1/4 mile)	16.685	Bucky Hutchison/VW Scirocco
Mar 30, 1996	Texas World Speedway, College Sta (1.5 mi oval)	57.875	Richard Flournoy/VW Scirocco
Sep 21, 1991	Texas World Spwy, College Station (1.9 mile road)	1:21.695	Anthony Jeter/SAAB 900
Mar.18, 1990	Twin Cities Speedway, Odessa, TX (1/4 mile)	16.185	John Leonard/VW Rabbit
May 18, 1986	Altus Speedway, Oklahoma (1/4 mile)	16.085	Ron Decker/VW Sedan-2 carb
July 23, 1983	Riverside Speedway, Corpus Christi, TX (1/4 dirt)	22.715	Paul Jett/Chevrolet Chevette
May 28, 1983	Sooner International Raceway, Altus, OK (1/2 mile)	22.415	Bill Bailes/VW Rabbit