



Tampa Bay Area Racing Association
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2011 RULE BOOK

JANUARY 1, 2011

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FORWARD

The purpose of the Tampa Bay Area Racing Association (TBARA) is to promote and conduct sprint car races and other racing oriented events. In this pursuit, the TBARA has formulated and adopted the General Safety, Competition, and Technical rules contained herein. These rules will become effective and enforceable as of the date of this publication and will constitute the rules and regulations that shall govern the conduct of all racing events sanctioned by the TBARA.

All car owners, drivers, sponsors, crew members, and all persons involved in any way in any TBARA sanctioned racing events, shall be deemed to have read, understood, and agreed to comply with these rules and any and all amendments, supplements, and/or revisions that may be implemented. It is, therefore, recommended that all of the above listed entities read the rule book carefully to assure familiarity with the rules and regulations contained herein.

The rules and regulations as set forth herein are intended to establish minimum acceptable standards and requirements for all racing events. No expressed or implied warranties of safety shall result from the publication of or compliance with these rules and regulations. They are intended as a guide for conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

IMPORTANT NOTICE

The TBARA Rule Book is not the only authority governing the actions and activities of the individuals who participate in a TBARA sanctioned racing event. We remind all participants that each race track where a TBARA sanctioned event is held is located within the boundaries of a particular city, county and state and is, therefore, within the jurisdiction of all the law enforcement agencies operating and having authority within these areas. Thus, all laws and statutes applicable to these areas are enforceable at each racetrack where TBARA sanctioned events are held and all violations will be dealt with accordingly by the various law enforcement agencies.

REVISION DATE

This rule book incorporates all changes voted into effect at the 2010 Annual Meeting. Said revisions are noted *in italics with bold type*. The effective date of this current rule book is **January 1, 2011** and supersedes all previous rule books.

I. CONDUCT

- A. The TBARA expects and requires all participants in a TBARA sanctioned event to conduct themselves in a respectable manner and to display proper sportsmanship. Any race team's authorized spokesman or unauthorized person making an abusive or unpleasant statement to an official may result in the race team being fined as follows:

First offense	\$50.00
Second offense	\$250.00
Third offense	Two (2) race suspension.

All fines will be taken from said race team's nightly payoff and will be put in the TBARA point fund. *These fines and penalties apply to sub-paragraphs "B" through "J" exclusively.*

- B. The car owner/driver shall be responsible for the actions of the pit crew while at any TBARA sanctioned race. In addition, each pit crew member is equally responsible for his or her actions.
- C. The driver and one other designated person shall be the only spokesman for their particular crew.
- D. No member shall enter the judge's tower or approach the starter's stand for the purpose of lodging a complaint or disputing a decision.
- E. No member shall use abusive language or threaten bodily harm or equipment damage when addressing another member, club officer, or track official or subject such persons to unwarranted physical contact.
- F. No driver or pit crew member shall drink intoxicants or use narcotics during any racing event. Any driver or pit crew member who arrives at a racing event and, in the opinion of the TBARA officers, pit steward, or race director, is under the influence of intoxicants or narcotics will be denied participation in that event.
- G. When a car is started in the pit area, it is required that the driver be wearing his driving suit, seat belt, harness, and helmet properly fastened.
- H. No speeding or unsafe driving will be allowed in the pit area. 5 MPH speed limit at all times in the pits at all tracks.
- I. Any driver, while racing, who commits unnecessary contact or harassment or uses any driving tactic, whether intentional or not, that is considered dangerous by the starter, pit steward, race director, or rules committee will be deemed to be rough driving and subject to suspension at future races and/or loss of points as determined by club officers.
- J. Any driver or pit member entering another driver/car owner's pit in an aggressive manner will be considered the aggressor and may be subject to disqualification/ or penalty.

II. RULES OF PROCEDURE

- A. The interpretation and application of all rules contained herein as well as all amendments, supplements, and revisions that may be implemented, shall be at the sole discretion of the TBARA officers and race director.
- B. All cars are subject to inspection by the technical inspector and race director or their designee at any sanctioned event.
- C. All cars, drivers, and owners must be registered with the TBARA with dues current and in good standing to compete in any TBARA events to receive points.
- D. Rookie drivers. Any first time driver, as well as experienced drivers, who have never raced with the TBARA will be considered rookies and will be required to start a minimum of two race meets in "scratch position". If a rookie who starts his/her heat scratch, but finishes in a transfer position, he/she will start at the end of the twelve (12) car feature inversion. This procedure will be used for each rookie driver's first *five (5)* race meets. Any driver who continually gets into trouble on the speedway without good cause or appears unable to safely handle his/her car will be counseled at the direction of the pit steward or race director and allowed to compete at a level and in a manner determined by the pit steward or race director. Before the placement of special sanctions, club officers must be involved in the decision. Rookie drivers must be a minimum of 18 years of age, or if 16 or 17, must have a signed and notarized permission statement from their parent or legal guardian and must prove ability to handle a sprint car as judged by drivers and TBARA officials. Rookie status for seasoned drivers from other sprint car associations will be determined by the Director of Competition and the Competition Committee for purposes of line-ups.
- E. All drivers shall use diligent effort to be ready to compete and have their cars ready and in line promptly when called.
- F. No car will enter the track without permission of an official.
- G. A car pitting under the yellow cannot return to the track if more than a lap has been completed under the ensuing green flag.
- H. Pit Crew members will not be allowed on the track unless permission has been granted by an official.
- I. No repairs will be made on the track. Any car that pulls off the track during a restart situation will automatically restart at the end of the lap they were running on. In the event that more than one car pulls off, the last to return will start last on the lap they (**I cont.**) were running on and the others will line up in the order they return to the track on the end of the lap they were running on. Any car stopping on the track for other than a red flag situation will be placed at the rear of the lap on which they were

- running. Any car committing a 360 degree spin that results in a yellow flag will be placed at the rear of the lap they were running on. Any car passing prior to the drop of the green flag will be placed at the end of the lap he was running on. A second infraction of this type will result in the disqualification of the car for the event.
- J. Any car that cuts a tire during the 4 wide salutes will be allowed to change the tire and resume its original starting position.
 - K. The starter has complete charge of the track. Drivers shall immediately comply with the starter's commands, whether given verbally, by hand, or by flag.
 - L. The number of cars starting any race shall be determined by the race director. In addition to those who have qualified, a bubble car may start and go out for the feature. When the "one lap to start" is given by the starter, the bubble car shall pull in if the correct number of cars is running on the track. If the line-up is short, the bubble car may remain on the track and compete from scratch position.
 - M. All original starts will be at the drop of the green flag off of turn four. Two false starts and both front row cars go to the rear.
 - N. If there is an accident before the first lap is official, the field will be completely restarted double file with the cars bringing about the restart going to the rear of the field. When the race is restarted after the first lap is official, the restart will be single file. Lapped cars shall either remain in position or drop to the rear of the lap they were running on. If they remain in position, they may move to the inside when the race is restarted to allow the passing of cars on the lead lap. If there is a restart within five (5) laps of the end of the feature, lapped cars will go to the rear. For the restart, the appointed club representative will be stationed at the start finish line and will place an orange cone two and one half car width from the outside wall. This will create a restart at the cone. There will be no passing until the cars pass the cone. If any car hits or goes on the wrong side of the cone, or passes another car before he/she gets to the cone, another restart will be called with the guilty car/cars going to the rear of the lap they were running on. After the race is successfully restarted, the cone will be pulled into the infield. Each car will be given three (3) laps to get into their proper restart position. If they do not do this, they will be sent to the rear of the field and if the problem persists, they will be black flagged.
 - O. The technical inspector or race director will enforce the rules and shall have the authority to deny car permission to race based on their judgment or its condition relative to such rules.
 - P. All racing must occur on the racing surface of the track as defined by the race director, except where movement of the racing surface is necessitated to avoid an accident. Passing under the yellow line will no longer be a disqualification during the race. Intentional passing under the yellow line will result in the driver/car being

- penalized 2 spots for each car passed. This is to be enforced on the next yellow flag, red flag, or after the race at payoff.
- Q. The Competition Committee and Race Director will determine the penalty for any infraction of a rule that does not have a specific penalty. The penalty may be loss of points, fine or disqualification or a combination of such. The race team will be notified verbally, with a letter following as soon as possible, as to the penalties/fines to the race team/teams.
 - R. Rules that the officers or members of the club feel the need to be deleted/changed/alterd or new rules must be put to a vote by the members. Members must be given 30 days notice of meeting place/date/time where discussion and vote will take place. The rule will then become temporary until the Annual meeting at which time it must be presented and voted on again. **Language referencing a mid-year meeting removed.** Normally the deadline will be September 30th for the Annual meeting although the officers may adjust this date with due notice of no less than 30 days. Any items submitted after the deadline will not be eligible for discussion or vote.
 - S. One vote will be allowed in any formal voting for each driver/owner that is a registered TBARA member with dues current. Car owners shall vote any rule changes involving car costs or operating expenses on only. Proxy voting is not permissible. You must be present to vote. In order to attend either rules meeting, you must be a registered owner or driver and have raced as an owner or driver in at least one TBARA event in that year. To submit any items for the agenda at either rules meeting, drivers/owners must participate in at least two events during that year. The presenter must also attend either meeting for those items to be discussed.
 - T. Space must be made available on both outsides of both sides of top wings for displaying decals of all TBARA sponsors. Anyone that has not displayed the decals will not receive said awards.
 - U. Any race team not represented at the annual TBARA banquet will forfeit all awards and monies due them. All forfeited awards and monies will go into the following year's point fund.
 - V. Swerving to clean and/or heat tires during push offs or double file line ups will not be allowed except on single file restarts. Swerving will be allowed only during the one lap to go caution lap. A violation will result in being directed to the rear of the field.
 - W. Cars will be given a maximum of three (3) hot laps prior to heats, B main, and features at the starter's discretion.
 - X. Hot laps. Any obvious problems during warm-ups (motor doesn't fire, flat tire, etc.) The car will be allowed to go out in the next session of warm-ups.

Y. Each car will receive one (1) push off. If a car requires a second push off, it will go to the rear of the field. The only exception to this is: 1. Red flag 2. As outlined in sub-paragraph "J" of this Article regarding the 4-abreast, and 3. A safety stop. The driver can have a safety stop if his/her belts come loose. The driver must stop in front of a TBARA official so that the loose belt condition can be verified. If a TBARA official stops a car to check a condition such as leaking oil, parts falling off, or any other obvious malady, the car can return to its position provided no work is done on the car including removal of loose parts.

Z. When a car is being pushed or pulled by anything except people power, a competent person must be in seat controlling that racecar and no one is to ride on the nerf bars while it is in motion.

AA. During the feature, TBARA Officials will count laps from the 1st push off. When we have run 70 laps, if a yellow flag is shown, we will call for a red flag. All cars will stop on the front stretch for fuel only. Each team will have 5 minutes to fuel and push cars apart so that the push trucks can get to the cars. This will apply only to tracks 1/2 mile and larger.

III. RULES OF SANCTION

- A. All members are subject to the rules of the TBARA.
- B. All members must obey any order of the TBARA officials that pertains to the operation of the racing event.
- C. A violation of any rule or order is subject to a warning and/or fine. The whole race team is responsible for any violation. In the event of continued occurrences, the team may be suspended or fined \$50.00 to \$500.00 to be determined by the club officers. Fines collected will be allocated to the point fund.
- D. A violation of any rule relating to abusive conduct, intoxicants, narcotics, or unauthorized contact with track or TBARA officials may be subject to immediate suspension without warning
- E. A driver determined to be rough driving may be immediately suspended from the event and subject to loss of points for the event and/or fined to be determined by the club officers and the Director of competition.
- F. Any rough driving while the track is under the yellow flag (i.e. from the warm up laps until the last car off the track after the feature enters their pit area- excepts for green or red flag conditions) will result in the driver and car being black-flagged, disqualified for the night, and removed from the racetrack. The driver will receive a ten (10)-event suspension and a fine \$500.00. The driver will be placed on a one-year probation. The driver's second offense will carry an indefinite suspension, not to be less than one (1) year from the date it was committed, and fined \$1000.00.

- G. Any car failing to meet technical standards before the race can be denied permission to start the event. After a warning by TBARA officials of an infraction prior to the feature event and the infraction is not corrected, the owner and driver will be subject to disqualification from the event. Any car that becomes unsafe or a hazard while on the track will be removed from the race.
- H. Any driver causing excessive delays in a race, such as multiple spins on his own or violating any rules procedures will be disqualified at the starter's discretion. Any car that spins out twice (2) will be sent to the pits or the infield for the remainder of that event. ***This rule only applies to unassisted spins as determined by TBARA Officials.***
- I. Any car making an honest attempt to participate in the program, but does not make the show will be paid the “honest attempt” money.
- J. When a car gets pushed off for any race during the event, whether it is the heats, B, or A main race, the car and driver are as one unit. If for any reason either one cannot continue, both car and driver are finished for that race. No driver or car changes will be allowed after the initial push off for that race.
- K. When a racecar(s) enter the pits, any number or driver change must be approved by the Competition Director.
- L. Any car that tries to get his position back or goes to anywhere but the tail of the field after a second push off is immediately black flagged from the event and will be paid and receive points for the last position running at the time of his infraction.
- M. Under red flag conditions drivers are not allowed to unhook their seat belts to exit the car UNLESS they are involved in the accident, are on fire, or upside down. Any infraction of the rule the car goes to the rear of the lap they are running on.

IV. MEMBERSHIP

- A. Definitions (Registered Eligibility)
1. CAR - Any Sprint Car meeting TBARA specifications.
 2. OWNER - Any person actually having or possessing an interest in an eligible car.
 3. DRIVER - Any person considered an experienced driver by the pit steward or race director.
 4. CREW - Any person actually assigned a repair or maintenance function of an eligible car.
 5. ASSOCIATE - Any person who is accepted as an Associate Member and pays dues that remains in good standing.
 6. SPONSORS - Any persons or company contributing in some monetary way to the maintenance or financial effort of the TBARA or an eligible car.
 7. OFFICIALS - The Race Director, Pit Steward, Technical Inspector, Coordinator of Competition, Speedway Starter, Scorer and TBARA club officials. Any question during the running of the show will be directed to the director of competition who is in complete charge of the show.
 8. TEMPORARY PARTICIPANT - Any driver or owner who is not a current TBARA member, but wishes to race an event, must purchase a temporary permit (TP) for a \$25.00 fee which is good for one (1) race meet only. Anyone running a TP must start their heat in "scratch position". If they finish their heat in a transfer position, they will have to start at the end of the twelve (12) car feature inversion. Those racing under a TP will receive no points.
 9. EVENT – Driver or car owner must race in the heat race and the “B” Main or Feature.

B. DUES - Note: these fees include mandatory insurance where required.

1. CAR OWNER \$100.00

2. CAR OWNER/DRIVER \$125.00
3. DRIVER \$50.00
4. NEWSLETTER ONLY \$20.00

C. MEMBERSHIP

APPLICATION - When an application for membership has been filed with the TBARA, the appropriate dues paid for in one of the four (4) classifications, and the application is approved by the majority of the club officers, said applicant will be considered registered and permitted to participate in all sanctioned TBARA events and any earned racing points will be awarded from this point forward.

V. POINTS

Points are to be awarded as follows:

1. SHOW UP POINTS - 10 points will be awarded to any driver or car that makes a reasonable attempt to fire the car in warm-ups, any heat race, B main, or in the feature.
2. HEAT POINTS - 5 Points will be awarded to the winner of a heat race with second getting 4 points, third 3 points, fourth 2 points and fifth 1 point.
3. CONSOLATION EVENTS (if required) - B main will receive no points.
4. FEATURE EVENT - points as follows:

1.	40 points	9.	24 points	17.	9 points
2.	38 points	10.	22 points	18.	8 points
3.	36 points	11.	20 points	19.	7 points
4.	34 points	12.	18 points	20.	6 points
5.	32 points	13.	16 points	21.	5 points
6.	30 points	14.	14 points	22.	4 points
7.	28 points	15.	12 points	23.	3 points
8.	26 points	16.	10 points	24.	2 points

Any car and driver starting the feature will receive a minimum of two (2) points unless that car and driver are disqualified.

5. **DISQUALIFICATIONS** - Disqualified cars, owner and driver, receive no points for the race in which they were disqualified. Cars receiving disqualifications will be considered as not running that event regarding the 4-week average. Cars being disqualified will receive honest attempt monies.
6. **OWNER POINTS** - Car owner points will be specifically awarded to the current registered car number that is approved by club officials as being the number of the appropriate car owner. Only one (1) car owner can carry a number. Each race team has 30 days in the next calendar year to register and maintain their number. After that time period, that number will be available on a first come first served basis. See Section VII for specific information regarding car numbers.
7. **DRIVER POINTS.** Driver points are to be awarded to drivers on the same scale and system as owner points. In the event two drivers drive the same car in one racing night, only the driver or drivers taking the green flag in a heat, B main or feature will receive show up points. Under no circumstances will a driver receive double show up points in a given race event.
8. **ROOKIE DRIVER POINTS.** Points for rookies are the same as driver points as listed in paragraph seven (7) above. A rookie is defined as any driver who has competed in five (5) or less TBARA events in his or her lifetime; however, a rookie's status in regards to purposes of the line-up will be determined by the Director of Competition and the Competition Committee. The purpose of this is to distinguish between seasoned drivers from other associations and true rookies who have never or rarely driven a sprint car in

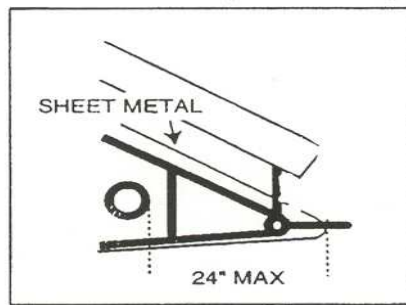
competition.

VI. TECHNICAL RULES

A. BODY AND FRAME

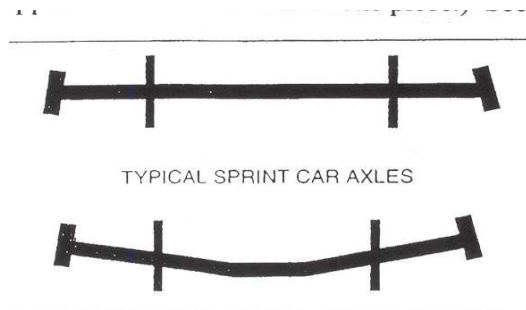
1. Must be sprint car design: no roadsters or super modified.
2. Special racing types only: Aluminum or titanium frames and roll cages are NOT allowed. No bolt-on roll cages.
3. Approved tail and tank only. Approved fuel bladder mandatory.
4. Hood
 - a. All cars must have effective hood latches and must be securely fastened at all times during competition.
 - b. Surface width not to exceed two (2) inches wider than frame. Side risers not to exceed two (2) inches.
 - c. Front Body work sheet metal maximum length as measured from front of front axle not to exceed 24".

NOTE! Front wing, *including sideboards*, is considered part of the front sheet metal (see sketch below).



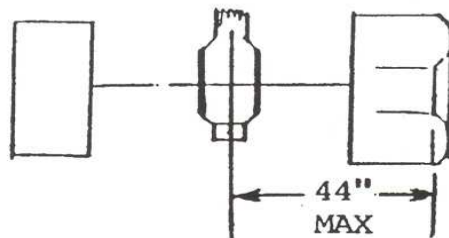
5. Cars will be neatly painted and lettered and present a clean professional appearance. Cars not meeting appearance standards may be denied permission to compete.
6. Side nerf bars and front and rear bumpers are required.
 - a. Front bumpers and nerf bars must not exceed 1" O.D. Nerf bars cannot extend beyond the limits of the wheels/tires on either side ***and front bumper cannot exceed 24" from front of front axle.***
 - b. Rear bumpers must be constructed of 1" minimum O.D.x..***065"*** wall all steel tubing and should be pinned to allow for lifting.
7. All body parts must be securely attached to the frame.
8. Seats must be securely attached to the frame. Aluminum seats are recommended.
9. Wheelbase must be a minimum of 84" up to a maximum of 100" center to center of the hubs.
10. Drivelines must be between the driver's legs. No open drivelines permitted.
11. No cantilever rear or front ends.
12. No aluminum chassis. No titanium front or rear axles.
13. No titanium or carbon fiber rotating mass.
14. The engine driveline and center section of the rear axle must be mounted on the chassis centerline at ninety (90) degrees angle to the front and rear axles of the car. The engine must be mounted to the chassis in a vertical position, a maximum of one (1) degree variation will be allowed as measured from the crankshaft centerline. Driver must not be positioned on or beside the engine. All cars must be rear drive.

15. Centerline of frame.
To establish the centerline of the frame do the following: Establish the center of the front frame cross member and center of rear cross member. Establish a line between these two points, which will be considered the centerline of the chassis. Fuel tank, seat, driveline and engine must be within 1/2" of this centerline in either direction.
16. Suspension system.
Independent suspension systems, front or rear, are not allowed. Front axle must be single tube with kingpin bosses securely welded at each end as ordered from any sprint car supplier or manufacturer. (Note: may be straight or dropped axle but must remain one piece.) See sketch below:



17. Maximum amount of offset for right rear wheel.

The maximum distance from the centerline of driveline to the outermost portion of the right rear wheel is forty-four inches (44"). Note: This measurement is to the outermost part of the wheel and not the sidewall of the tire. See sketch below.



18. No electronic traction control devices are allowed. No on-board computers or any other computer adjustable devices are allowed.
19. Location of liquid carrying devices. *All liquid carrying devices must be mounted inside the frame rails and may not be more than 12" from the*

pre-established centerline of the chassis with exception to the oil tank. The oil tank may be just to the outside of the chassis and within the nerf bar.

B. ROLL CAGES AND RESTRAINTS

1. Main members of the roll bar should be constructed with a minimum of 1 3/8" O.D.X.095" wall 4130 chrome-moly tubing. For 1020 Shelby tubing, 1 1/2"x.125" wall is recommended.
2. Main members of the roll bar must be braced to the front or rear with material having a minimum of the same wall thickness as the main members with at least 7/8" diameter.
 - a. It is recommended that rear bracing be used.
 - b. It is recommended that bracing be the same diameter as the main members.
3. Braces must be attached to the main members at a point within six (6) inches from the top of the rear transverse member as close to the top as possible.
4. Roll Cage must extend two (2) inches above the top of driver's helmet when sitting in an upright position. Roll cage padding is recommended.
5. A headrest with two (2) inches of resilient material must be mounted behind the driver's head and firmly supported.
6. Seat Belts must be a minimum of two (2) inches wide with a minimal tensile strength of 8,000 pounds loop test. Worn appearing belts can be rejected by club officers or technical inspector. Belts must be no older than three (3) years.
 - a. Belts must be equipped with a metal quick release buckle.
 - b. Belts must come through the seat at the bottom of each side, therefore wrapping and holding the greatest possible area of the pelvic region of the body.
 - c. Anti-submarine (crotch) seat belts are required.
7. Shoulder harness must be a minimum of double over the shoulder military type or any approved racing harness. Shoulder harness must be a minimum of two (2) inches wide with a minimum tensile strength of 3,000 pounds. Belts must not be older than three (3) years.

8. Cage nets are required for safety on the right side of car *unless the car has a full containment seat in which a cage net will not be required.*

C. ENGINES

1. BLOCKS

- a. Any American manufactured block for automobiles or trucks with a stock camshaft location and has (8) cylinders. No aluminum blocks allowed.
 - b. Maximum displacement is 366 cubic inches.
 - c.

2. IGNITION

- a. Ignition is optional. Must have a shut off switch within easy reach of the driver or the outside rescue crew in case of an accident.
- b. No crank sensed ignition is permitted

3. NO SUPERCHARGERS OR TURBOCHARGERS ALLOWED.

4. HEADS

Only stock appearing heads for the engine with two (2) valves and one spark plug per cylinder allowed. Any aftermarket of original design in aluminum or steel may be used with the exception of Allen Johnson, Barnes, Cosworth, Brodix #12, 18 degree heads, or cantered valve heads. No heads other than original twenty-three (23) degree valve angle heads are allowed. All heads must remain within one (1) degree of twenty three (23) degree valve angle heads. This rule pertains to small block Chevy; however, any engine may be used after approval of the TBARA. No modifications from stock intake manifold bolt pattern design or retrofit manifolds are allowed. Spread port exhaust will be allowed.

5. TITANIUM

No titanium in engine excluding valves and valve retainers. Oil pan inspection plug of at least 1" N.P.T. is recommended so as to be able to check crankshaft material. If you do not have an inspection plug, you will have to pull the pan if inspection is required.

D. FUEL AND AIR SYSTEMS

1. Fuel must be methanol only with no additives other than top lube. No nitrous oxide.
2. Car must have fuel shut-off that clearly indicates "OFF".
3. All fuel is subject to testing at any time. Any fuel that does not conform to the TBARA standards, as administered at the track, will be considered illegal.
4. Any device(s) or material(s) that artificially reduces the temperature of the fuel is prohibited.
5. No down nozzle injection system is permitted. If heads are so designed, the down nozzles must be plugged.
6. No plenum type injector system allowed. One injector and butterfly per cylinder is required. Injectors with sleeves to reduce intake volume will be allowed.
7. As a result of manufacturing processes, some injector stacks may be slightly larger. A tolerance of .005" will be permitted on all stacks.
8. Reducing sleeves a minimum of three (3) inches in length must be installed in the stacks above the butterflies.
9. On Chevy engines, the injectors must be no larger than 2-3/16" plus .005" inside diameter of the injector stacks. All Fords are not to exceed 2.100" plus .005" inside diameter.
10. No relief holes or grooves may be exposed above or below the butterflies on the injectors.

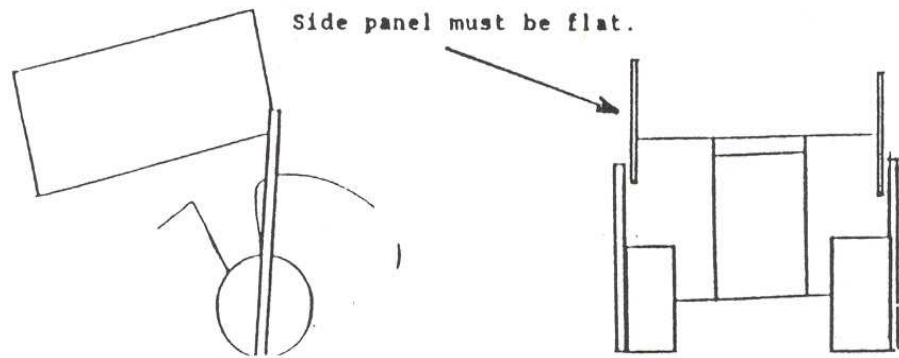
E. WHEELS AND TIRES

1. Any wheel designed for racing is permitted.
2. ASPHALT TIRE RULE. (See TBARA approved tire list available at the authorized tire supplier.)
3. All tires must be on the TBARA approved tire listing.
4. If at any time the TBARA votes in any changes in the tire rule, a rules update will be provided to all members.
5. Illegal tires will result in disqualification for that event.
6. The same right rear tire must be run in the feature as was run in the heat. If not, the car starts in the rear.

F. WINGS AND SPOILERS

1. TOP WING

- a. Use of the top wing shall be mandatory for all races. (Non-wing races may be run at the promoter's discretion and the approval of the TBARA officers.)
- b. Top wing may not exceed twenty-five (25) square feet with a maximum of thirty (30) inch side panel.
- c. Wing placement shall not exceed the outer edge of the rear tire (see sketch below.)



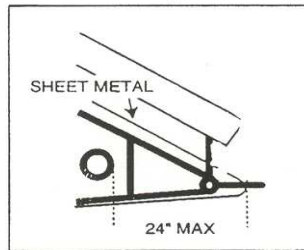
As shown in the above drawing for wing side panels, both side panels must be flat.

- d. No side foils, rudders or panels are to extend beyond roll cage on any side. No wedges or foils underneath the cars are allowed.
- e. Hydraulic wing sliders (that move forwards and backwards ONLY) are allowed.

2. NOSE WINGS

- a. Allowed but not mandatory.
- b. Maximum of six (6) square feet with twelve (12) inches on both sideboards.
- c. Leading edge must be mounted forward of the front axle centerline and aft of front bumper.

- d. Wing to be mounted above nose of car (see sketch below).



G. FUEL PUMPS

No glass fuel pumps or filters are permitted.

H. DRIVESHAFTS

1. Language removed.
2. Safety loops or restraints are mandatory and must be approved.

I. STEERING

1. Steering system must be engineered and assembled in accordance with sound engineering principles.
2. Approved removable type steering wheel disconnect only. No plastic parts allowed.
3. Any welding on steering mechanism must be approved by inspector.

J. BRAKES

All cars must have operable front and rear brakes.

K. UNDERPAN

All cars are required to have a floorboard or underpan under the cockpit area and engine compartment extending from the radiator to the rear motor plate.

L. DASH

Effective firewall must be installed between engine compartment and cockpit.

M. MUFFLERS

Headers must merge into a collector. All cars must meet decibel requirements of the individual speedways. Some tracks may have a particular muffler requirement. Participating race teams should always check with each track if requirements are unknown.

N. SHOCKS

Cockpit adjustable shocks are not allowed.

O. SAFETY

1. All drivers must wear approved racing helmets securely fastened.
2. All drivers are to wear fire resistant uniforms, including driver's suits, underwear, gloves, approved racing shoes and socks, covering the body.
3. Arm restraints are mandatory.
4. Fireproof head socks, knee guards, and some type of neck/head device are highly recommended.

P. Mirrors are not allowed.

VII. NUMBERS

- B. Numerals 18" high must be displayed on both sides of racecar tail section, radiator shell if possible, and both sides of top wing sideboards. Numerals 18" or larger must be in the center section of the top wing, also.
- B. Any team bringing multiple cars to an event must have different numbers on each car. Two separate cars cannot have the same number.
- C. Duplicate numbers will not be permitted nor will duplicate numbers with letters added.

VIII. RADIOS

No on-board or crew radios will be allowed. However, one-way radios will be required. All drivers are to be equipped with one-way radios, which may be purchased or rented from the TBARA. Purchase cost is to be approximately \$125 or rented at \$30 per race. Once a team has rented a radio 5 times, it will become that team's property.

IX. STARTING PROCEDURES

A. FIRST RACE OF A NEW SEASON

The first race of a new season will use the "pill pull" system to determine the heat race line-ups. The top finishers in the heats (six if two heats are run, and four if three heats are run) provided they finish on the lead lap will transfer making twelve eligible for the feature "pill pull" for starting positions. The remaining cars will start the feature in the order they finished their heats.

B. AFTER THE FIRST RACE

After the opening race, the average points inversion system will be used. Once a driver has raced four or more programs, the average points will be based on each driver's last four programs. If a driver has not run four or more programs, their average will be based on the number of race programs run. Drivers with 0 point (**B cont.**) averages will start behind those with point averages, except if those drivers with a 0 point average gain a transfer spot in their heat race. They will then start in the 12th position or in the rear most group of the front 12.

C. HEAT RACE LINE-UPS

Heat race line-ups will be the reverse of the field's average points. Example: If three (3) Heats are run, the top average points driver that is present will start last in the first heat. Second highest average points driver present will start last in the second heat and third highest point average car present will start last in the third heat. This will continue until all drivers present have received a starting position. Anyone that is designated to start up front has the option of starting at the rear of the field upon notifying either the director of competition or the competition coordinator. Any driver that is late will automatically start in the rear and rookies will start in the rear for two (2) racing programs. Late is defined as arriving after the second hot lap session is completed. In case of ties in average points, the driver with the highest number of driver points in the club standings will be rated the higher of the tied drivers. The same procedure will be followed in the feature line-up system.

D. FEATURE LINE-UP

If two (2) heats are run, the top six (6) finishers in each heat will transfer to the feature but must finish on the lead lap. If three (3) heats are run, the top four in each heat will transfer to the feature but must have finished on the lead lap. These twelve (12) transferred car and driver combinations will start the feature in reverse order of their average points with the 12th lowest average points that transfers starting on the pole and the highest average points that transfers starting 12th. If someone running a temporary permit, who started at the end of his heat race finishes in a feature transfer position, that driver will start 12th and receive no TBARA points. The remainder of the field that does not transfer to the feature 12 will line up by their average driver points with highest average that did not transfer to feature starting 13th etc. until all drivers in the field are assigned a starting position. Anyone for any reason that wants to start in the rear can do so but must notify the club as soon as possible and before line-ups are given to the speedway officials. Anyone that does not start a heat race will start at the rear for the feature or "B" main if applicable.

E. If a situation occurs in which the line up must be changed prior to the cars going on to the speedway, the line up will be crisscrossed. If the cars are already on the speedway and the line up is changed, then the inside and/or outside lane(s) will move up - no lane changing. Examples: suppose the pole position car elects to not start or go to the rear prior to the cars leaving the pits and notifies the TBARA officials of his/her intent. The TBARA officials will realign the cars with the second starter transferring to the pole position, third going to second, and so forth. If, after the cars are on the track, the pole position driver elects to go to the rear, or is sent to the rear for a second push off, or is involved in a first lap spin, then the inside lane will move forward without crisscrossing and third will go to first, fifth to third, and so forth.

F. "B" MAIN (if necessary)

If a car count in excess of twenty six (26) signs in for a given event, it may be necessary to run a "B" main to fill out the feature field. The "B" main will receive no club points or money for this event, but the top six (6) finishers will transfer to the feature. Those that do not make the feature field will receive honest attempt money. The heat race line-up will be 1/3 of the entered cars in each of three (3) heats. Line-ups will be made in accordance with paragraph "C", above. The top six (6) from each heat will transfer to the feature with the top four (4) in each heat transferring to the top twelve (12) average points inversion for the feature line-up. The top six from each of the three (3) heats will make eighteen (18) cars locked in. The "B" main will then be run with the line-up being 7th place finisher through last from each race in straight up order. The top six (6) finishers from the "B" main will transfer to the feature making a twenty four (24) car field for the feature. Those that do not transfer to the feature will receive honest attempt money.

If there are twenty six (26) or fewer cars entered or by the end of heat racing only twenty (26) or less cars are able to start the feature, no "B" main will be run. All cars starting the feature will make a minimum of last place money and will receive two (2) points to both owner and driver.

G. Any change in car/driver combination after signing in at the event will result in said combination starting in the rear of the heat. Should this driver finish in a transfer position it will start 12th in the feature. If a driver changes cars between the heat, B main, or feature, that driver will start at the rear of the field.

H. TIME TRIAL SYSTEM (promoter's option for additional qualifying purse)

In the event a promoter requests time trials, a system for line-ups will be presented to the membership.

X. POST RACE PROCEDURES

POST RACE INSPECTION

1. At the completion of the feature, the top five (5) finishers will report to a designated post race inspection area. The TBARA director of competition will announce the designated area at the mandatory TBARA driver's meeting. As a reminder to all, the designated area will be written on the feature line-up board. No excuses for not knowing the location of the inspection area will be allowed. If you are not sure of your finishing position, report to the inspection area and club officials will notify you if you're in the top five. ***Only the driver plus the total of 2 owners or crew members will be allowed in the tech area.***
2. The feature winner will draw a pill numbered two (2) through five (5). The numbered pill drawn will determine which finisher 2 through 5 will receive a post race inspection long with the feature winner.
3. Any of the top five (5) finishers not reporting to the designated inspection area will be disqualified. He/she will receive show-up points along with heat points, heat money, and honest attempt monies. He/she will receive no points for the average points system and will be listed as not having been present for the race date regarding the average points.

XI. PROTEST PROCEDURES

A. GENERAL POLICIES

1. All protests must be lodged within fifteen (15) minutes in writing after the official finish of the race is announced.
2. A \$250 fee for each item protested must be given to the race director at the time of the protest. If a car is legal, protested car receives \$200. ***and the club receives \$50.00.*** If car is illegal, protester receives ***\$250.00 and the car owner of the illegal car pays the club \$50 plus a fine and penalty or both.***
3. Refusal to allow inspection under any protest will be considered as car being illegal and said car will be disqualified.

B. P&G TEST

1. In the event the block should fail P&G, the car owner or driver, at their option, may request a bore and stroke measurement for verification of legality. Bore and stroke measurement may not be used as a form of protest by a competitor.

C. FUEL

Fuel may be protested for a fee of \$50.00 plus the cost of any lab test fees.

XII. CLUB FINANCIAL STATEMENTS

Pursuant to the request of the club membership, a current TBARA financial statement, as provided by the TBARA Treasurer, will be available at 1717 S. 50th St. Tampa, FL 33619.

XIII. CLUB WEIGHT RULE

Please see the attached excerpt from the January, 2011 TBARA Newsletter which outlines the rules and procedures.