

2011 Tri-State Modified Association

General Rules:

1. TSMA officials will have full authority over race cars at TSMA sanctioned events. At the discretion of TSMA official/s in charge, any competitor may be disqualified for violation of rules, unsafe equipment, or harmful actions.
2. All TSMA cars are subject to inspection by a TSMA official at any time.
3. Any type of un-sportsmanlike conduct by a driver, car owner, pit crew member, agent, etc., shall be ground for disqualification and/or disciplinary action; including, but not limited to any and/or all of a combination thereof: probation, suspension, fines, loss of any and/or all points, loss of any and/or all purse/prize money. Failure to provide Social Security number or a false Social Security is provided, will result in a \$500.00 fine to participate by TSMA: and possible legal action by the I.R.S.
4. Track officials shall have responsibility for rules and regulation enforcement at TSMA weekly sanctioned tracks. At the discretion of track officials in charge any competitor may be disqualified for rule violations, hazardous equipment, wreck less and irresponsible actions. All disputes developing as a result of local track rules must be settled at the track
4. Any disqualification will result in a two week penalty.
5. Drivers or pit crew member/s are absolutely not allowed to consume alcoholic beverages prior to, or during a sanctioned event. The use, distribution, or sale of illegal drugs at any time can be cause for instant, indefinite suspension.
6. Drivers under age 18 years of age must have a signed and notarized parental consent form signed by a parent or legal guardian. TSMA office and race track office shall have document in possession before participation of individual will be allowed to participate. Track insurance regulations hold precedence in regards to minimum competition age. TSMA may require participants to undergo a physical examination before an individual is allowed to compete in TSMA sanctioned events. ALL drivers must have a completed TSMA application and be in good standing with TSMA in order to compete. Any participant not having an annual competition license MUST obtain a temporary license in order to compete in any TSMA event. Temporary license is good for one race event only.

Tires:

- A. Grooving or siping of tires are allowed.
- B. Any 8 inch tire- open compound
- C. Any local track and/or TSMA official can confiscate any tire at any time and during any TSMA event to be evaluated and analyzed including verification using a tire durometer. Tires may also be submitted for further chemical analysis.
- D. Defacing or altering any of the manufacturer's identification markings, letters, words, numbers, on any tire will not be permitted. The tire compounds may be covered by duct tape as long as the local track and/or TSMA officials are able to remove the covering at any time for inspection purposes. Any alteration of tires may result in immediate suspension from all TSMA racetracks and/or events and/or penalties deemed appropriate by local track and/or TSMA.
- E. Tire softeners and/or chemicals designed to alter the chemical characteristics of the tire and/or the tire surface will not be permitted. If caught there will be a \$500 fine.
- F. Any 8" Goodyear, Hoosier, or American Racer allowed.
- G. Suction width can be 9 5/8"

Wheels/Spacers:

- A. Eight (8) inch steel wheels only.
- B. Mud plugs are allowed on all four wheels.
- C. Bead locks can be run on both sides.

Safety Equipment:

- A. Helmets are required and must meet a minimum standard rating of Snell SA2005 or SA2000. If sticker is not present TSMA will assume the helmet does not meet the required standards and will not be permitted. Helmet must accompany vehicle during time of inspection.
- B. Fire extinguishers are required.
- C. Competitors at all times must wear an SFI approved full fire suits of a flame retardant nature. Fire suit must be in good operable condition. Two piece fire suits are permitted. Fire retardant gloves, shoes, and neck braces are extremely recommended.
- D. Competition type seat belts are mandatory. Belts must be at least 3 inches in width. Lap belts, shoulder belts, and submarine belts are mandatory. No factory type seat belts. All belts must be dated no more three years old. If not dated, TSMA will assume the date has expired and will not be permitted. The ONLY recognized date will be the manufactured date as stamped on the seat belt manufacturers tag. Sales receipt will NOT be accepted. Example: If car inspected April 2009, seat belts can be dated no earlier than April 2008. Driver will be given one warning to replace seat belts before next race. Second warning the belts must be replaced before car will be permitted to race in any further competition activities.
- E. Window nets are particularly suggested.

Roll Cages:

- A. Must consist of a continuous hoop not less than 1.5 inches outside diameter, and must have a wall thickness of at least .095 inches.
- B. Frame must be mounted in at least six (6) places.
- C. Must consist of a configuration of front and rear hoops connected by tubing on the sides, or side hoops. Drivers head must not protrude above cage with helmet on and driver strapped into seat. Roll cage must be securely supported and braced.
- D. Low carbon, mild steel D.O.M. tubing is recommended. Bracing or soldering is not allowed.
- E. Protection of feet is mandatory. Bar across back of engine with vertical bars and rub rails, or similar protection.
- F. No brace bars forward of cage may be higher than shock hood height.
- G. Chassis must have drive shaft hoop.
- H. Driver doors must be as parallel with the ground as possible and located perpendicular to the driver so as to provide maximum protection for driver, but without causing undue difficulty in getting into or out of vehicle. Door bars must be .095 inch thick: must have a minimum of three (3) bars at least 1 ½ inch in diameter. Driver door bars must be plated on the outside, with a minimum 1/8 inch steel or aluminum. Plate must cover the area from the top door bar to the bottom door bar and from the rear down post to the front down post. Steel is to be welded; aluminum is to be bolted with a minimum of 3/8 inch diameter bolts. Plate must be visible for inspection.
- I. The door bars must be welded to the front and rear of the roll cage.
- J. No bracing or soldering allowed on any of the chassis/frame components.
- K. Floor pans with a minimum of 20 gauge steel: or minimum of 1/8 inch thick aluminum plate may be used.

Frames:

- A. Frames may be cut at a point no further forward than rear of engine block or 1950 or newer American passenger car factory production frames allowed only. Frames may be cut in rear at a point no further forward than the rear of engine block, both sides.
- B. Frames may not be widened or narrowed and must be able to support the roll cage on both sides. Frame must be full and complete on both sides. Front cross member may be notched for radiator clearance only. Minimum frame height, and body height, must be four (4) inches from ground.

- C. No Bronco, Jeep, etc. or 4-wheel drive frames permitted. No sports car frames, or no front wheel drive frames permitted.
- D. Maximum overall tread width, front or rear, shall not exceed 78": measured from outside of tread to outside of tread.
- E. Minimum wheelbase is 108", both sides. NO TOLERANCE.

Suspension/Steering:

- A. Front suspension and steering must be O.E.M. and be in shock location, and must be replaceable by stock part from same type suspension. Stock passenger car spindles only. No fabricated spindles. Aftermarket tube type lower control arms may be used. Lower control arms cannot be altered or moved, (exception: may weld shock mount on lower control arm). May use steel bushings in lower control arms.
- B. No center steering. In cockpit steering may be modified to drivers taste, but must remain on the left side of car.
- C. Tube type upper control arms are allowed and can be moved. Cross bar for upper control arm may be aluminum.
- D. No rack and pinion steering. Steering box must be O.E.M. Steering box must remain on the left side of car.
- E. O.E.M. Tie rod ends and adjustment sleeves may be replaced by a minimum .625 inch (5/8") rod end (helm joint) and steel or aluminum tube.
- F. No hydraulic, ratchet, or electric weight jacking devices allowed anywhere in or on the car.
- G. Rear of frame may be altered to accept leaf or coil springs. Any coil spring on car must be at least 4 ½ inches outside diameter. Coil springs must be steel. Leaf springs may be steel or composite type. Lowering blocks, rear spring shackles, and rear end drive bars may be steel or aluminum only. No torsion bars permitted in rear.
- H. One shock per wheel only. Additional shocks in other locations permissible. Aluminum shocks are permitted. No remote reservoir shocks permitted. No double adjustable shocks allowed.
- I. Coil over springs/shock units (or combination thereof) allowed on rear suspension only (this includes "lift bar"). No coil over spring/ shock units allowed on front suspension.
- J. Dummy shock allowed. No aluminum, fiberglass, or composite suspension, steering or rear end parts permitted, except where noted in these rules. No aluminum hubs allowed. Front hub & rotor assembly must be one piece steel O.E.M
- K. No covers on springs, shocks, etc. permitted. With the exception, of a small bellows type shaft cover for a coil over eliminator and /or pull/ push bar assembly, for maintenance purposes only shaft covers subject to TSMA officials approval, and are subject to removal.
- L. No Late model springs allowed.
- M. All suspension spring must be more than 5" in diameter.

Rear Ends:

- A. Any passenger car type, or truck type rear end may be used.
- B. Steel-tube quick change rear ends are allowed. Steel axle tubes ONLY. No wide five hubs. Quick changes are optional, not mandatory.

Brakes:

- A. Must have a working caliper and rotor on each wheel and must lock up all four wheels.
- B. Steel O.E.M. brake calipers only. Steel vented brake rotors only; may not be modified; ex. drilled full of holes, machined down, etc. Rotors may be re-drilled for different bolt patterns and/or larger studs.

Drive Shaft:

- A. Drive shaft must be steel and must be painted white.
- B. Drive shaft loop is required. It must be constructed of 1/4" x 2" steel. Tubular loop may be used, must be made of a minimum 1" diameter tubing. Loops must be mounted no less than two inches and no more than six inches from the rear of the front universal joint of the drive shaft.
- C. Carbon Fiber drive shaft's allowed

Kill Switch/ Battery:

- A. A kill switch is required. Switch must be clearly marked and located within easy reach of the driver, and safety crews must be able to reach switch from standing outside the car.
- B. All cars must have a battery. Battery must be securely mounted. Battery cannot be mounted inside driver's compartment.

Transmission/Bell Housing/Clutch

- A. 3 speed, 4 speed manual, and automatic types are permitted. No "IN or OUT" boxes. With motor running and car in a still position, driver must be able to engage car and move forward, then stop and engage car and move backwards. No type of quick change transmissions permissions.
- B. O.E.M. type transmissions, with stock type single disc in bell housing, must be equipped with an explosion proof steel bell housing. If an explosion proof type bell housing is not accessible for your engine, or if you prefer, you create a shield of at least 1/2" x 6" steel covering the clutch area 180 degrees, and be firmly fastened.
- C. Transmissions must have at least one forward gear and one reverse gear, plus a neutral position, and must be able to be shifted by the driver. All race cars must join the line-up on demand, unaided or go to the rear of that race.

Engines:

- A. Any American make may be used.
- B. Engine offset must be kept within two inches of the center line of the front cross members.
- C. Rear of engines, bell housing mounting flange surface, must be mounted at least 72 inches forward from the center line of the rear axle.
- D. Minimum engine height is eleven inches from the ground to the front of center of the crankshaft.
- E. All engines used in competition must be able to be used in a conventional passenger car without alterations.
- F. Engine "cast-in" motor mount locations can not be removed or altered. Castings and fittings must not be altered.
- G. No "dry sump" systems are allowed. "Wet" system in engine must be operative.
- H. Engine cooling system may be modified.
- I. Exhaust system must be mounted in such a way as to direct spent gases away from the cockpit of vehicle, and away from areas of possible fuel spillage.
- J. Engine block must be steel.
- K. Mufflers are recommended, and may be required at some tracks.
- L. All vehicles must have the capability of starting without being pushed or pulled.
- M. Battery type ignitions only. No magnetos allowed. Maximum on one ignition system and/or multiple spark discharge box allowed. An ignition system includes, but is not limited to: multiple spark discharge box, coil, battery, etc.
- N. NO Aluminum motors

Aspiration/Fuel System:

- A. One two barrel or one four barrel carburetor only.
- B. Two carburetor throttle return springs required.
- C. No electric fuel pumps or fuel systems of any type.

- D. Engine must be normally aspirated; no type of fuel injection allowed.
- E. Fuel may gasoline or alcohol. No nitrous oxide. NO additives of any kind.
- F. Racing fuel cells are required and must be mounted by at least two steel straps, no less than two inches wide x 1/8" thick, all the way around the cell. The use of 1"x 1" x.065 wall sq. tubing is recommended to be used, and may be required in the future. Using a minimum of two bars around the top, bottom, and sides of the fuel cell. All fuel cells must be mounted securely to the frame. Fuel cells must be enclosed completely in a steel container, mounted behind rear axle only, and must also be protected in rear by roll cage tubing mounted securely to the frame. *No part of fuel cell should be lower than the protective tubing. Protective tubing should be no wider than six inches on both sides of fuel cell. Fuel cells must have check valves, and bladders are highly recommended. Fuel cells are limited to 32 gallon maximum capacity.

Traction Control:

- A. Use of any type of "traction control" will not be allowed.
- B. All electronic and/or computerized wheel spin and/or acceleration retardation traction control devices will not be permitted. Controlled timing devices attached to or controlling accelerator or rotation of wheel will not be permitted.
- C. All traction control devices utilizing wheel sensors and/or any means of measuring ground speed to control wheel spin will not be permitted.
- D. Adjustable ping control devices, dial a chip controls, timing controls or automated throttle controls will not be permitted in cockpit or driver accessible areas.
- E. Adjustable restrictor plates will not be permitted.
- F. Any remotely controlled components inside or outside the cockpit of any competitor's racecar will not be permitted.
- G. Radios or devices for transmitting voice or data will not be permitted, either in the racecar or on anyone connected with the car.
- H. The uses of pit boards or colored flashlights are prohibited

Bumper/Nerf Bars:

- A. Bumpers must be used on both front and rear of car. Bumpers and nerf bars must be steel.
- B. Front bumpers must be mounted to both frames horns. Front bumper must be made of a minimum 1 1/4" ; maximum 1 1/2" round or square tubing. Front bumper is required to have two loops, one upper and one lower.
- C. Front bumper may be no wider than the frame horns, with two inch tolerance only, to accommodate bumper mounting bracket per side
- D. Front bumpers must be outside of body and not covered in any way.
- E. Rear bumpers, side nerf bars and bodies may not extend beyond the width of the rear tires, and must not contain any sharp edges. There shall be no rough edges on any bar or bumper on the car.
- F. No straight rear bumpers allowed. The ends of the rear bumpers must be bent to form a 180 degree bend, or be bent forward in a 90 degree bend.
- G. Rear bumpers must mount to rear on chassis. Rear bumpers may be constructed of round or square tubing, and must protect fuel cell. (Note that the bars which are known as "fuel cell" protectors are not considered part of the rear bumper. They are however, required as fuel cell protectors.)
- H. Both front and rear bumpers shall be eighteen inches plus or minus two inches from the ground. This measurement is to the "center" of the bumper. This means if your bumper is constructed with its two bars, upper and lower, twelve inches apart, then the center of your bumper is six inches from either the top or bottom. This is where the measurement is taken, at the "center" not the top or the bottom.
- I. Bumpers must be flat across. Bumpers may not be made in any type of pointed configuration. A bumper which is badly damaged may be required to be repaired or replaced before car is allowed to compete.

Bodies:

- A. Hoods are required to have four hood pins.

- B. Any type of sheet metal, or other material, which could be constructed by officials to be affecting the flow of air in through, or around the car, other than noted elsewhere in these rules, will not be allowed.
- C. No type of radio communications allowed.
- D. No mirrors allowed
- E. All cars must have a top.
- F. Gremlin type tops may be used, but not in conjunction with a rear spoiler. Spoilers may only be used with conventional style tops. The determination of whether a car has a rear flip will be the decision of the TSMA official at that event.
- G. Rear spoilers are recommended to be made of transparent material.
- H. Rear roof height cannot exceed front roof height by more than two inches (no tolerance). No odd shaped roofs allowed.
- I. The car interior must be level with the top of the doors from side to side.
- J. The rear body panel is optional. If it is used it must meet all other specifications, including size and installations.
- K. Debris deflector in front of driver is allowed, but may no extend any farther back than the steering wheel.
- L. The use of drapes and/or covers, at any time, are not allowed.
- M. Five inch spoilers are required where sail panels that are also spoiler supports are used.
- N. Deck height is to be 37 inches with a 1 inch tolerance.
- O. The sides of the engine compartment will remain open. Any side panels in the engine compartment will not be permitted.
- P. The roof may not be mounted more than 12" past the rear axle.
- Q. Wings, roof, spoilers or ground effects of any kind will not be permitted.
- R. Sail panels must be riveted to the roof.
- S. 1" of concave in front nose support. No tolerance
- T. Maximum spoiler height is 8"

Roof & Roof Support:

(See drawing diagram for reference)

- A. All roofs must be full size. Half-moon roofs will not be permitted. The roof may not be mounted more than 12" (twelve inches) past the rear axle.
- B. Wings, roof spoilers or ground effects of any kind will not be permitted.
- C. All curved type roofs will be allowed a maximum of 5"-inches in the front and 2"-inches in the rear. The break in the roof must be within 6"-inches from the center of the roof. E.) Wedge roofs will not be permitted.
- D. Dished roofs will not be permitted. Roofs must be rounded side-to-side. Bead rolls will be permitted.
- E. The rear roof supports may not extend past the front side of rear upright of the roll cage.
- F. The side vents on the front roof posts may extend rear ward from the lowest point, a maximum of 16"-inches, then at a 90 degree angle to roof for one (1) configuration, side vents must meet the outside of the car.
- G. The roof side panel window size must be a minimum of 10"-inches x 15"-inches and must match drawing number -2- side view. A maximum crown of two (2) inches will be permitted, measured from the center of a common tangent point on either side of the crown.
- H. Any sun shield must be on hinge for easy exiting, taping will not be permitted. The window opening must remain at a minimum of 12"-inches.
- I. All race cars must meet the measurements illustrated in the TSMA drawing.
- J. There are only 5 (five) approved roof supports to choose from.
- K. The roof should be single thickness of material. The roll bar hoops must be exposed for inspection.
- L. Flat type roofs will be measured from the front edge of the roof down to the interior and measured from the rear edge down to the interior, assuming a flat interior. A 1"-inch difference between the two measurements will be permitted. If the interior has been changed, the

measurement will be from the front edge of the roof to the ground, and the rear edge of the roof to the ground. A one inch difference between the two measurements will be permitted.

M. If the roof is curved then a level will be placed on the top of the car and if the roof is 5"-inches or less in the front and 2"-inches or less in the rear and the break is in the middle then the roof will be permitted.

N. The roofs on these cars will be stock appearing. If a TSMA and/or local track official determines the roof does not meet the requirements as stated above then a penalty as determined by the official may be determined prior to competition, additional weight

Car Numbers:

A. Car numbers must appear on both sides of car, on door, or quarter panel. Each number must be a minimum of 18 inches tall and nine inches wide. Each number must be on top of car a minimum of 24 inches tall by nine inches wide.

B. Number must also be on the nose and fuel cell of car and be a minimum of 6 inches tall. Numbers must be a contrasting color to the car.

Weights/Car Weight:

A. Loose weights must not be used in driver's compartment, or outside the body or hood areas.

B. Any added weights must be securely mounted to the frame or roll cage with at least 2 ½ "bolts, nuts, and washers. Weights must be painted white and have the car number on it.

C. Car must weigh 2,400 pounds with driver after every race. Car must make weight at inspection to receive inspection points. Scales being used will be the FINAL determination of weight for car and driver.

Weigh-In Procedures:

A. The scales that are used at any event will be considered the events official scales. The reading of these scales will be used as the official weight of the car for the event. (It is recommended that all participants check the weight of their car to assure that the car weighs 2,400 pounds according to the scales being used. Remember, the reading of the scales being used is the official weight of the car.

B. Minimum weight of 2,400 pounds must be maintained. Weight includes driver after the race.

C. Driver of car must be the one who weighs the car. Official will verify driver's identity. Should driver that drove car in race not bring the car to the scales, then that car will be disqualified from that race.

D. Top five cars, minimum, in each and every race must cross the scales and be weighed in after each race.

E. CARS MUST GO DIRECTLY TO SCALES AFTER RACE AND GET IN LINE TO WEIGH. DO NOT GO TO YOUR PIT THEN BACK TO SCALES. DO NOT STOP AT ANY OTHER PIT AND THEN GO TO SCALES. **GO DIRECTLY TO SCALES.**

F. Cars which are disqualified from the feature for weight violations of any kind will forfeit their points for that race, and prize money for that race. Should car not make required weight then that car will be disqualified from that race and all cars finishing behind that car will be moved up one position.