

OFFICIAL ISMA RULE BOOK

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THIS RULEBOOK WILL BE IN EFFECT FOR THE 2016-18 RACING SEASONS.	
NOTE: All <u>changes</u> made in this rulebook since last printing will appear in <u>boldface type</u> throughout this new printing.	

FORWARD

The intent of these rules is to promote supermodified racing by initiating and enforcing fair, safe, and cost effective competition.

Section ONE

2016 SUPERMODIFIED CAR SPECIFICATIONS and REQUIREMENTS

1.0 GENERAL CAR SPECIFICATIONS

1. The minimum weight of an ISMA Supermodified with the wing shall be 2050 at the conclusion of any portion of a race event (Time trial, heat, feature, etc). This weight will include the driver with all racing gear.
2. The maximum left side weight percentage shall be 67% with a .99% tolerance.
3. The wheelbase, measured (in a straight line and either side) from the center of the front axle or ball joint centerline to the center of the rear axle, shall not exceed 100 inches.
4. The maximum overall width shall be 85 inches. This includes all portions of the car measured from the outermost point on the left side rim to the outermost point on the right side rim **excluding the bead lip**.
5. The car shall have 4 wheels located in the standard positions; left front, right front, left rear and right rear.
6. The supermodified race car shall have two wheel, **live axle**, rear wheel drive. No four wheel drive or front wheel drive is allowed.
7. The race car will have front wheel steering only. No four wheel steering or **active** rear wheel steering is allowed. No articulating chassis are allowed.
8. There shall be only one engine in an ISMA supermodified. It shall be an American made, cast iron, Chevrolet V-8 big block (including truck blocks) with 2 valves per cylinder and one spark plug per cylinder. The engine shall not exceed 470 cubic inches of displacement. A +1% tolerance will be allowed on the 470 cubic inch limit. This should not be considered a build limit, it is to be considered a wear tolerance to allow teams to maximize use of existing equipment.
9. The engine shall be mounted in the standard position; front of engine facing the front end, back of engine facing the rear end. The crankshaft centerline must be parallel with the chassis centerline and the crankshaft must rotate in the stock rotation.
10. The entire engine shall be located in front of the cockpit, within the front 2/3 of the wheel base. Engine offset is allowed however the driver's torso (Torso is the human body excluding the head and limbs) must be located behind the engine and forward of the rear axle.
11. Wings are mandatory at all ISMA races. The free standing top wing shall not exceed 24 square feet.
12. The use of electronic logic processors to control any functions of the race car is prohibited.
13. Active suspension, articulating body panels and articulating chassis' are not legal in the Supermodified division.
14. Modifieds, limiteds and/or sprint cars, identified as such, are NOT ALLOWED TO COMPETE in the supermodified division.

General Guidelines

Competitors are responsible for reading and understanding the ISMA rulebook. Violating any rules may result in a minimum of forfeiture of any points acquired for the event, forfeiture of any prize money for the event, and suspension for one race event. Appeals to the assigned penalty must be filed with the President and Technical Inspector before the close of the race event.

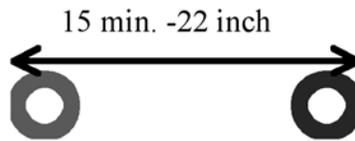
ISMA reserves the right to inspect any car, at any time, for any reason during a race event.

2.0 FRAME AND ROLL CAGE REQUIREMENTS

(All requirements in this section are subject to ISMA Technical Inspectors Approval)

1. Main Frame Requirements

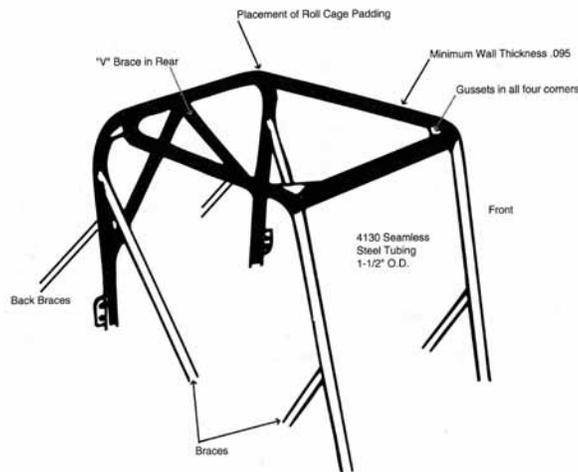
- 1.1 The supermodified frame shall be made of round SAE 4130 Chromium-molybdenum (chrome-moly) grade N seamless steel tubing.
- 1.2 The main frame shall be constructed of round tubing with a minimum O.D. and wall thickness of 1 ½ inch x 0.095 inch respectively.
The main frame includes upper and lower frame rails, the roll cage and all main uprights. This includes cross members and uprights in the cockpit area.
- 1.3 The cockpit shall be located within the wheel base.
- 1.4 The bottom main frame rails, shall be limited to a maximum outside to outside dimension of 22 inches. These frame rails must have an adequate number and placement of cross members and diagonals between them to strengthen the cockpit area in direct frontal impact, shearing impact and side impact.



- 1.5 The frame must have adequate reinforcement diagonals in the cockpit area. The diagonals shall be of round tubular construction with a minimum 1 inch O.D. **and a recommended minimum of 0.095 inch wall thickness.**
- 1.6 If the right side frame rails in the leg and foot box area have open sections 18" L x 12" H or greater, an "X" brace is required. Open sections under 18" L x 12" H, an "X" is recommended but a diagonal will be considered sufficient.

2 Roll Cage Requirements

- 2.1 The roll cage shall be incorporated as part of the frame construction and shall be adequately braced to secure it in an upright position. It is recommended that roll cage uprights extend to the bottom frame rail.
- 2.2 The roll cage shall be constructed of SAE 4130 seamless steel tubing with a minimum O.D. 1 ½ inches and a minimum wall thickness of 0.095 inches.
- 2.3 The roll cage shall be gusseted in all 4 corners.
- 2.4 The roll cage shall be equipped with a V-type or X-type brace behind the driver's head.
- 2.5 Braces made of the same material, diameter and wall thickness as the roll cage shall be welded on both the left and right side rear roll cage verticals and the top frame rails behind the roll cage. The braces shall be welded at least halfway up both roll cage verticals (measured from the top frame rail just behind the roll cage to the top of the roll cage) and extend down to the top frame rails behind the roll cage at a minimum 30° angle from the vertical.
- 2.6 No sharp edges shall be left anywhere on the roll cage.
- 2.7 The roll cage cannot encroach upon an imaginary cylinder extending upward from the cockpit opening.
- 2.8 The top of the driver's helmet shall be completely below the bottom of the horizontal roll cage bars after the bars are completely wrapped with safety approved roll cage padding.
- 2.9 A four (4) inch distance between the top of the driver's helmet and the bottom of the horizontal roll cage bars is highly recommended. Tech inspectors, as an absolute minimum, shall be able to slide a yardstick between the bottom of the roll cage and the top of the driver's helmet.
 - 2.9.1 ISMA will not allow a race car to enter the racing surface if any part of the driver's helmet is above the bottom portion of the roll cage bars. Either the seat must be lowered or an extension must be added to the roll cage before the car will be allowed to enter the race track for any event.
 - 2.9.2 There shall be no sheet metal on the roll cage.
- 2.10 **Safety approved and manufactured (i.e. BSCI, Simpson, Longacre, Moroso, Revco) roll cage padding shall be used around any of the horizontal and rear vertical roll cage bars, and/or braces where direct contact of the drivers helmet is possible (within 8 inches). (Full containment seats are exempted from the padding requirement)** The blackened area in the roll cage drawing indicates where safety-approved padding shall be placed if full containment is not used.



3.0 CHASSIS COMPONENT REQUIREMENTS

(All requirements in this section are subject to ISMA Technical Inspectors Inspection and Approval)

1. FRONT SUSPENSION -- ISMA Supermodified race cars may use either a solid front axle suspension or an independent front suspension.
 - 1.1 Solid front axle cars must have the front axle made of steel.
 - 1.2 Independent front suspension cars will have no aero tubing on front A-arms or pushrods. The minimum spec. will be 1" round diameter 4130 chrome-moly x .083 wall. This will be for upper and lower A-arms and pushrods.
 - 1.3 **Commercially available front axle poly tethers, designed for racing application, are required on all ISMA race cars. The tether must be attached in a manner which prevents all axle components from being detached from the car and/or from entering the driver cockpit in the event of a racing incident. All suspension types will have a minimum of one spindle connected tether on each side between the spindle and the main frame rails.**
 - 1.3.1 *Tether construction: The tethers must be a 6 mm tether or greater.*

Note: A 6 mm tether has a finished or woven diameter of approximately 0.400 inch (approximately 1.25 inch in circumference) if measured.
2. REAR AXLE -- The rear axle shall be steel or aluminum
3. WHEELS, HUBS and SPINDLES
 - 3.1 All wheels shall be made of steel or aluminum.
 - 3.2 Minimum thickness for aluminum wheels shall be 0.120 (3mm) with a 1/2" center section.
 - 3.3 Minimum thickness for steel wheels shall be .093 with a 1/4" center section that is at least 7" in diameter.
 - 3.4 No carbon fiber wheels, magnesium centers, or bead locking devices are allowed.
 - 3.5 No clip-on wheel weights allowed. The wheel weight shall be fastened inside the outer edge of the wheel and fully taped.
 - 3.6 Wide-five hubs and wide-five adapter plates shall be allowed on the front and rear of the car.

Note: It is highly recommended that ALL outer wheel components including spindles, hubs, wheels and wheel adapters be inspected annually with an appropriate crack inspection method.
4. BRAKES -- The car must have 4 wheel hydraulic brakes.
 - 4.1 Dual master cylinders are mandatory.
 - 4.2 **No aluminum, carbon, carbon fiber or carbon-carbon brake rotors are allowed. Components used must be commercially available to any ISMA competitor.** (Cast iron rotors are not recommended unless they are of the highest quality as failures, due to thermal cycling, have occurred when lesser quality components are used).

Note: This rule is to allow information to be gained during the 2016 race season. Will be reviewed at the end of the 2016 season)
 - 4.3 There shall be one operable caliper and one brake rotor on each corner of the car. No inboard brakes allowed.
 - 4.4 An engine kill switch built into the brake system is recommended. An engine kill switch built into the throttle return strap is mandatory and shall function to kill the engine when the driver pulls back on the throttle.
5. SHOCK ABSORBERS (dampers)
 - 5.1 Maximum of one shock absorber per wheel.
 - 5.2 Maximum of two adjustments on the shock absorber.
 - 5.3 No inerter, thru shaft or rotary valve shocks are allowed.
 - 5.4 Any shock canister is allowed.
 - 5.5 Maximum cost per wheel is \$1500 retail price and the shock must be available to any competitor at that price.
6. DRIVE LINE -- The drive line shall run directly from the engine to the rear end. No transfer case assemblies, clutches, transmissions, in/out boxes, or hydraulic couplings of any kind will be allowed.
 - 6.1 The driveshaft shall be made of steel or titanium only and be painted white for ease of visibility.
 - 6.2 The slip yoke shall be made of steel only. Medium duty (Series 1350) universal joints with solid cross are highly recommended on both ends of the driveshaft.
 - 6.2 The driveshaft shall be located outside of the main frame rails.
 - 6.3 Two driveshaft safety loops are required. They shall be constructed **so as to constrain the drive shaft in the event of a yoke or shaft failure** and should be mounted 3" to 5" back from the front of the driveshaft and 3" to 5" forward from the back of the driveshaft.

6.4 A restraint device shall be fastened between the torque arm and the frame so as to constrain torque arm motion and prevent injury to the driver in the event of a failure of any part on the moveable end of the torque arm.

7. GEAR/RPM RULE

7.1 Maximum RPM at any ISMA race event is 7800 RPM. {This includes qualifying and time trials, heats and features} Teams must be prepared to gear their cars to stay within the rule.

7.1.1 ISMA reserves the right to read any competitors tachometer at any time during the race event. At any time the final gear ratio can be checked by ISMA officials to assure the RPM is consistent with other competitors.

Note: The rule will be evaluated each year.

The intent of this gear rule is to establish the first step in helping teams reduce engine costs, and not obsolete current equipment by allowing a gradual adjustment to the rule. The planned adjustment is to reduce gear by approximately 10 points per year until an RPM range is achieved that reduces the need for highly specialized engine and valve train components (eg. titanium valves, etc.).

The intent is not to limit engine builders/car owners from their choice of bore/stroke combinations. It is to reduce RPM, through a gear rule, which then extends engine and valve train life, reduces cost to team owners and provides for a more consistent car count and finish count, at races. Over time the goal is to reduce maximum engine RPM and set in place a gear rule for each track.

7.2 The following tracks will have a gear rule implemented for the 2016 season. The maximum allowed ratio for each track is as indicated below. {For maximum gear specified tracks the gear rule has precedence over the RPM rule.}

	<u>2015 gears specified</u>	<u>2016 gears specified</u>
Sandusky, Oh	4.71	4.62
Oswego, NY	4.43	4.33
Thompson, CT	4.36	4.26
Jennerstown, PA	423-426
Lorain, Oh.....	504

Note: ISMA reserves the right to add a gear rule to any track and/or to adjust the specified gear at any time based on information gathered from competitor's cars and owners.

8. BOLT-ON WEIGHT

8.1 Add-on or bolt-on weight will be allowed if it is securely fastened in-between the frame rails and its mounting is approved by an ISMA tech inspector.

9. DRIVER ACCESSABLE CONTROLS

9.1 Adjustable controlling devices within reach of the driver while in the cockpit are prohibited.

9.1.1 This includes, but is not limited to, in-car weight jackers, adjustable shocks or wing devices.

9.1.2 Brake bias adjusters are allowed.

10. ELECTRONICS

10.1 Batteries shall be allowed provided the battery is securely fastened to the frame inside the main frame rails and outside of the driver compartment.

10.1.1 Batteries must have a protective covering to prevent spillage of acid in the event of an accident. Acceptability of the covering shall be determined by technical inspector.

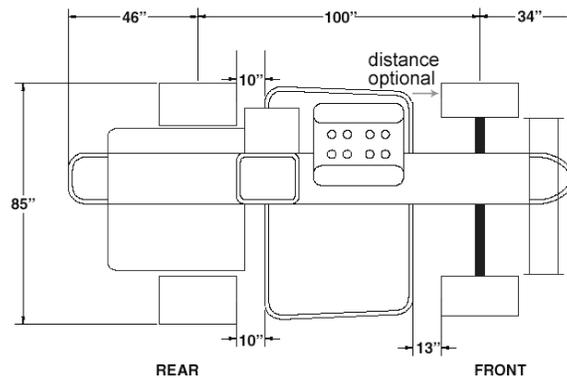
10.1.2 The use of electronic logic processors to control any functions of the race car, and/or any system for the continuous data gathering from any function of the race car chassis, is prohibited at any ISMA Event including practice, heat races, qualifying and features (This does not include the Race Safe System, oil pressure warning system, Tell Tale tach or lap recording device.)

11. No carbon fiber components allowed.

4.0 CAR DIMENSIONS & BODY DESIGN

1.0 GENERAL DESCRIPTION AND DIMENSIONS:

- 1.1 CENTER SECTION: The center section is defined as center of front axle to center of rear axle.
- 1.2 FRONT SECTION: The front section is defined as center front axle forward to the outermost portion of the front bumper. This distance cannot exceed 34 inches.
- 1.3 REAR SECTION: The rear section is defined as center of rear axle back to the outermost portion of the rear bumper. This distance cannot exceed 46 inches. Any body work in the rear section including upper body, tail section and underbody may not exceed 40 inches from the rear axle centerline.
- 1.4 CHASSIS EXTENSIONS: A chassis extension is defined as any structure extending left or right of the main frame rails.
- 1.5 REFERENCE PLANE: The reference plane is defined as the plane extending from the back of the engine (or bulkhead at that location) and extending rearward to the rear roll hoop. The lower frame rails underbody / belly pan are required to be flat from front to rear and across the frame in this area.
- 1.6 UNDERBODY: The underbody will be considered any bodywork, panels or surfaces facing the ground anywhere within the front section, center section and rear section as described in sections 1.1 / 1.2 / 1.3. Excluding nose wing, tail wing and engine pan.



- 1.7 Any questionable practices and/or devices may be deemed illegal. Technical inspectors have the right to suggest and/or require modifications to any questionable aspect before the race car is allowed to enter any part of an ISMA sanctioned event.

2. UNDERBODY / BELLY PANS

- 2.1 UNDERBODY / BELLY PANS -- All cars shall be equipped with a belly pan.
 - 2.1.1 The underbody / belly pan must be fastened securely to the bottom of the frame rails and shall not be positioned above the frame rails to gain aerodynamic advantage.
 - 2.1.2 The entire underbody / belly pan must extend from the left side lower frame rail to the right side lower frame rail and from the front frame rail or cross member (diagonals) closest to the front axle to the rear roll hoop with no openings or interruptions. The maximum width of the underbody / belly pan is 22.0 inches. If the outside edge of the lower frame rails is less than 22 inches the underbody / belly pan may extend beyond the frame rails to a maximum of 22.0 inches with the 22 inch width centered with the main frame rails. Frames designed with a taper in the planform view (top view-front to rear) will use the center of the frame rails in the tapered sections to establish the centerline for the underbody / belly pan measurement. At all points along its length the centerline of the underbody / belly pan and the centerline of the frame must coincide.
 - 2.1.3 Any surface which extends forward of the front main frame must be flat, in the same plane as the underbody / belly pan, and not exceed the 22 inch width of the underbody / belly pan.
 - 2.1.4 If the underbody / belly pan extends forward of the main frame the extended portion must be less than 3 inches in length unless it provides a continuous surface to the nose cone and must be the same width and shape as the nose cone.
 - 2.1.5 The maximum the underbody / belly pan may rise in the span from the outermost portion of front bumper to 6 inches forward of the outermost portion of rear bumper is a total of 3 inches. This total is obtained by measuring the amount the underbody / belly pan will rise above a straight bar held longitudinally along the bottom side of the reference plane as described in section 1.5. (Ex. If the underbody / belly pan rises 1 inch forward of reference plane at its highest point it is allowed to rise a maximum of 2 inches rearward of reference plane at highest point up to 6 inches forward of the outermost portion of rear bumper.)
 - 2.1.6 Any surface which is rearward of the rear roll hoop but is forward of rear axle centerline must not exceed the underbody / belly pan width and must be aligned with the underbody / belly pan. Any surface which is rearward of the axle centerline must not exceed the underbody / belly pan width and must terminate 6 inches forward of the outermost portion of rear bumper.

- 2.1.7 Vertical panels extending below underbody / belly pan anywhere between the outermost portion of front bumper to 6 inches forward of the outermost portion of rear bumper are prohibited. No skirting, channeling, tunneling or redirecting of air.
- 2.1.8 Flaring the bottom of the vertical panels between the upper and lower frame rails to meet the underbody / belly pan is acceptable. Vertical panels meeting with the underbody /belly pan will not extend beyond the 22 inch maximum width.
- 2.1.9 Fuel cells mounted above or within the main frame rails, and any panels, extensions and other surfaces facing the ground must conform to all of the above underbody /belly pan rules.
- 2.1.10 Rub strips made to prevent contact of the frame with race surface are allowed to extend below the frame rail by not more than 3/8 inch. Rub strips designed with the intent to channel air are prohibited.

2.2 ENGINE PAN

- 2.2.1 All cars shall have a pan below the engine compartment.
- 2.2.2 The engine belly pan shall be sized and shaped to capture engine liquids in the event of an engine or engine component failure. It is recommended the belly pan have a fire retardant, absorbent material between underbody / belly pan and the engine oil pan.
- 2.2.3 The engine belly pan shall be approximately the length and width of the engine, as viewed from the top. The bottom of the belly pan shall be on the same plane as the underbody. There shall be no extensions or vertical panels extended below the bottom of the engine belly pan.
- 2.2.4 If the radiator is mounted in front of the engine and behind the front axle centerline, the engine belly pan cannot extend beyond the radiator (this does not include the radiator shroud). If the radiator is not mounted in front of the engine, the belly pan cannot extend more than 3 inches beyond the front crankshaft drive pulleys.
- 2.2.5 The rear of the engine belly pan cannot extend more than 3.00" beyond the rear face of the engine block. The maximum width of engine pan is 22 inches to the outer most portions measured off the lower left main frame rail.

3. BUMPERS AND FRAME EXTENSIONS

3.1 GENERAL:

- 3.1.1 Bumpers and Nerf bars shall be made of round steel tube with a minimum O.D. of 1 inch.
- 3.1.2 Bumpers and Nerf bars shall have rounded corners
- 3.1.3 Bumpers shall be of double loop design and have a minimum of one vertical.
- 3.1.4 A 2 inch jacking extension is allowed and shall point straight down

3.2 FRONT BUMPER is mandatory and considered part of the front section described in 1.2

- 3.2.1 The front bumper must not exceed 34 inches from the center of Front Axle to outermost portion of the bumper. The bumper must extend beyond all sheet metal body work by a minimum of 2 inches and be designed to adequately protect the body work from cutting another competitor's tire.
- 3.2.2 The bumper may not be wider than 22 inches.
- 3.2.3 The front bumper shall be double loop design with a vertical.
- 3.2.4 The top loop of the front bumper shall be no lower than 13 inches from the ground.
- 3.2.5 It shall have a minimum diameter of 4 inches inside the bumper at the outermost point, it shall have rounded corners and it shall have at least one vertical cross brace

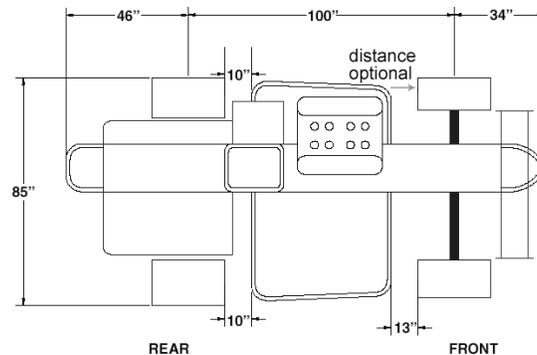
3.3 REAR BUMPER is mandatory and considered part of the rear section described in 1.3.

- 3.3.1 The bumper may not exceed 46 inches from the center of Rear Axle to the outermost portion of the bumper.
- 3.3.2 The bumper shall be double loop design with a minimum of one vertical.
- 3.3.3 The top loop of the rear bumper shall be no lower than 15 inches from the ground.
- 3.3.4 Maximum height of the bottom loop of the rear bumper shall be 10 inches
- 3.3.5 The width of rear bumper must be the at least the width of the lower main frame rails and cannot extend beyond the inside dimensions of the rear tires.

3.4 NERF BARS

- 3.4.1 Nerf bars are mandatory on both sides of the car.
- 3.4.2 The nerf bars shall be within 1" of, but may not extend beyond, the outside edges of the tires and shall be at the centerline height of the tires on the same side.
- 3.4.3 The right side nerf bar shall extend to within 13" of the right front tire and 10" of the right rear tire and be at the center line height of the tires.

- 3.4.4 The left side nerf bar shall extend to within 10" of the left rear tire. Left side fuel cells, if used, are required to be mounted inside the nerf bar.
- 3.4.4.1 The left side nerf bar is allowed to have a securely attached vertical sheet metal panel (with a gauge consistent with car's body) if it does not extend beyond the outer dimension of the nerf bar, does not exceed 18 inches in height and does not extend forward of the engine belly pan.
- 3.5 CHASSIS EXTENSIONS - are defined as any structure extending left or right of the main frame rails.
- 3.5.1 Extensions are allowed but shall not extend beyond the inside dimension of the tires on the right side. With the front wheels pointing straight ahead a straight edge will be placed between the inside edge of front and rear tires, no portion of the frame shall extend beyond the straight edge on the right side of the race car. This excludes nerf bars.
- 3.5.2 Chassis extensions may not have any attached body panels in either the horizontal or vertical planes except as noted in section 3.4.4.1.
- 3.5.3 A loop around the motor on the left side in the center section (see section 1.1) is allowed to extend a maximum of 22 inches to the outer most portion measured off the lower left main frame rail.



4. UPPER BODY

4.1 GENERAL

- 4.1.1 No articulating body panels are allowed
- 4.1.2 Body panels shall be changed or altered if tech inspectors feel there is a safety or visibility problem.
- 4.1.3 No body work shall extend beyond a straight line connecting the inside dimension of the front and rear tires except as noted in section 3.4.4.1
- 4.1.4 The intent of these body rules is to provide for the construction of safe, aerodynamic, and attractive supermodifieds which are professional in appearance.
- 4.1.5 All race cars are to be professional in appearance and visibly attractive.
 - 4.1.5.1 Race cars shall have professional appearing, attractive paint schemes.
 - 4.1.5.2 All supermodifieds shall have large and legible numbers of contrasting color displayed on the front nose, sides and rear of tail section.
 - 4.1.5.3 Minimum size numbers on the tail end of a supermodified shall be sized and positioned to be readable by competitors and race personal.
 - 4.1.5.4 No gold or silver numbers on dark colored cars.
 - 4.1.5.5 Numbers are to be sized to be identifiable by the fans and race personal, attractive and not made of reflective material.
- 4.2 FRONT SECTION - considered part of the front section described in 1.2
 - 4.2.1 Height of any part of the front section shall not exceed the height of the top of the left front tire, measured from the ground to the highest body panel.
 - 4.2.2 The front nose piece, nose wing and any front body panels shall have a minimum 1 1/2 inch clearance from the ground.
 - 4.2.3 Width of nose wings, canard wings and/or any upper bodywork shall not extend beyond the inside dimension of the tires. A straight edge will be placed on the inside edge of the tire below the spindle with the wheels pointed straight ahead no body work shall extend beyond the straight edge.
 - 4.2.4 Single element air foils mounted alongside the body or in front of the body but behind the front bumper, that are no wider than the inside dimension of tires shall be allowed provided they are non-adjustable while on the track.

4.3 REAR SECTION - considered part of the rear section described in 1.3

- 4.3.1 Length of the rear tail section bodywork shall not exceed 40 inches.

- 4.3.2 Rear section height shall not exceed 36 inches from the ground to the highest body panel.
- 4.3.3 Fuel cells may not exceed the 36 inch height, or extend below the underbody / belly pan. Fuel cells must be contained within the body work.
- 4.3.4 Rear width shall not extend beyond the inside dimension of the tires.
- 4.4.5 The bumper must extend beyond all upper and lower bodywork a minimum of 6 inches.
- 4.4.6 Air foils are allowed and can be mounted alongside the body or to the frame provided they are no wider than the inside dimension of the tires and are non-adjustable while on the track. Airfoils and any horizontal body panels shall be mounted such that the bottom surface is above the top surface of the axle tube with side plates not extending below the underbody / belly pan. Any horizontal surface below the top surface of the axle tube will be considered underbody / belly pan.

4.4 CENTER SECTION - considered part of the center section described in 1.1

- 4.4.1 Hood height from back of engine (or front portion of roll cage) to center of front wheels, may not impede driver's forward or peripheral vision (as determined by the tech inspectors). It is recommended the height not extend higher than 1 inch above the engine valve covers. Hoods may be no wider than the outside dimension of the upper frame rails.
- 4.4.2 Aircraft quality (lexan) windshield may be used. Windshield shall be no wider than the front roll cage bars. The windshield height shall not enter or impede upon the drivers field of vision.
- 4.4.3 Side body panels shall not exceed shoulder level at the back of the roll cage. The body panels cannot encroach upon the driver.
- 4.4.4 The body panels must allow a minimum 17" wide opening in the cockpit area around the driver.
- 4.4.5 The side body panels shall taper down to below the level of the top of the left front tire at the center of the front wheels.
- 4.4.6 No Plexiglas or other transparent material shall be allowed on the side panels. Body panels must be made of aluminum except for nose cones and radiator shrouds
- 4.4.7 The cockpit body work shall be no higher than the rear body height of 36 inches.
- 4.4.8 The driver shall be able to enter and exit the car freely with the cockpit body work in place. Removable / hinged panels around the cockpit are not acceptable if they are needed to enter or exit the car.
- 4.4.9 Driver's vision shall not be obstructed by engine components, injector stacks, auxiliary fuel tanks, body panels, etc. The driver shall have a minimum of 135 degrees of unobstructed vision while strapped in the seat with all cockpit body work in place.
- 4.4.10 No mirrors are allowed.

5.0 FUEL & AUXILIARY TANKS

1. All supermodifieds shall be equipped with approved fuel bladders or cells.
 - 1.1. No hard rubber cells or plastic cells allowed.
 - 1.2. All bladders and/or cells are required to be fully enclosed inside a metal or fiberglass container.
 - 1.3. One side fuel cell, with a container of square or rectangular dimension, may extend beyond the inside dimension of the tire.
 - 1.3.1. The cell shall be mounted inside the nerf bar and shall be below the top frame rail of the cockpit area. The existing sheet metal rules and left side weight percentage still apply.
2. Methanol shall be the only type of fuel allowed.
 - 2.1. Lubricating additives shall be allowed,
 - 2.2. Power additives and/or ether of any type are not allowed.
3. All cars shall use aircraft type fuel caps that are flush mounted to the top of the fuel cell on both rear and side cells.
4. Fuel shut-off outside of the driver compartment **or a cable operating the fuel shut off (highly recommended) is required on the right side and shall be clearly marked with a yellow and black (ISMA supplied) decal.** Any other fuel shutoffs on the car should also be clearly marked. Safety personnel shall familiarize themselves with all race car shut-offs.
5. Any junction, surge or auxiliary tank built into the fuel system measuring over one gallon in capacity shall have a fuel bladder.
6. There shall be an approved check valve, (e.g. Fuel Safe, ATL, Pyrotech) in the fuel vent line.
7. Left side fuel cells shall be mounted inside the nerf bar and shall be entirely below the top frame rail of the cockpit area.

8. Any fuel cells within the foot box area must have a 1/8 inch 4130 steel plate extending between the rear motor plate and the harmonic balancer and be at least the full height of the cell to protect the fuel cell and driver from engine debris in the event of engine failure.
9. If a front fuel cell is used,
 - 9.1. The cell must be adequately protected from the steering gear and front suspension components in the event of a frontal impact.
 - 9.2. The fuel cell must be completely within the main frame rails.
10. Flip top caps shall be allowed on oil sump tanks, but the latch shall be secured with a bolt or cotter key.

6.0 ENGINE SPECIFICATIONS

1. There shall be only one engine in an ISMA supermodified. It shall be an American made, cast iron, Chevrolet V-8 big block (including truck blocks) with 2 valves per cylinder and one spark plug per cylinder.
 - 1.1. The engine shall not exceed 470 cubic inches of displacement.
 - 1.1.1. A +1% tolerance will be allowed on the 470 cubic inch limit. This should not be considered a build limit, it is to be considered a wear tolerance to allow teams to maximize use of existing equipment.
2. All engines shall use approved cylinder heads in competition.
 - 2.1. All cast iron heads are approved.
 - 2.2. Aluminum heads shall be a standard engine manufacturer's type (Chevrolet round port, D port, C port, and big block bow tie, dart or Brodix) with valve angle location, placement, and standard intake port configuration.
 - 2.3. **No 18 degree heads.** The intake valve angle must be from 26-23°. **The magneto (or similar non-cylinder head surface) will be used as a reference for the cylinder block deck angle.**
 - 2.4. Manufacturer's identification number shall remain on the cylinder head.
 - 2.5. Any cylinder head not listed above must be approved by a tech inspector before being used in competition.
 - 2.6. All cylinder heads shall have standard valve angle, location, placement, and port configuration. No welding is permitted to raise the head runners, ports or manifolds which would allow or result in port relocation. The configuration of the intake port must conform with a Mr. Gasket 121 and must fit the intake port/intake bolt pattern and shape.
3. The pistons shall be made of aluminum.
4. The crankshaft shall be made of steel.
5. The connecting rods shall be made of steel only.
6. An inspection hole on the bottom left of the oil pan shall be provided **and must be of adequate diameter for inspection purposes. If the inspection hole is not provided the car owner will be required to remove the pan if inspection is requested by the tech inspectors.**
7. M.S.D. electronic ignition will be allowed.
8. A one-year penalty is imposed for the owner, driver and crew chief if traction control or data acquisition devices are found on the race car.
9. Timed injection or injection systems identified as such shall not be allowed. Electronic fuel injection systems shall not be allowed.
 - 9.1. Only one injector nozzle and one injector line per cylinder.
 - 9.2. Fuel shall be injected through the injector stack or injection manifold, not through the cylinder head.
 - 9.3. The fuel injection unit shall have one butterfly per cylinder
 - 9.4. Adapter plates or spacers between the injection manifold and heads are not allowed.
 - 9.5. Three piece injection is allowed.
10. Turbochargers, superchargers, nitrous oxide and oxygen injection set ups shall not be allowed.
11. Exhaust Pipes and Mufflers
 - 11.1. All exhaust pipes shall run into a common collector on each side of the engine.
 - 11.2. No zoomie or grass burner headers allowed.
 - 11.3. All cars shall run two fully functional, unaltered, Schoenfeld 10" mufflers, or equivalent. No homemade mufflers or baffle systems allowed. Mufflers shall be connected to the end of each collector and the kickout shall be positioned at a 45 degree downward angle.
12. Antifreeze shall not be allowed in radiator.

7.0 TOP WING REQUIREMENTS

1. Wings are mandatory at all ISMA races.
2. Any sheet metal panel which is not an integral part of the body is considered a wing.
3. Total free standing top wing shall not exceed 24 square feet.
 - 3.1. Wings shall be measured following the surface contour. This is a top surface measurement including all elements. All other air foils are required to be an integral part of the body.
 - 3.2. The top wing is allowed to have a maximum of three elements.
 - 3.2.1. All elements will be measured and added together to determine the total surface as described above.
 - 3.2.2. The secondary elements of the wing (flaps) are required to be fixed relative to the main body of the wing and shall not change angle with respect to the main wing chord while the car is on the racing surface.
 - 3.3. A maximum of one wicker is allowed. The wicker is not to exceed one inch high and it must be located on the uppermost flap. The wicker if mounted 90 degrees to the flap surface, will not be included in the total surface measurement.



4. The side plates shall not exceed 24 inches in height and shall not extend more than 6 inches from either end of the wing.
 - 4.1. The side plates shall be fastened in such a manner that the driver is able to enter and exit the car quickly and safely.
5. The wing shall not be mounted more than 24 inches above the roll cage and not more than 72" from the ground.
 - 5.1. This shall be measured from the lowest point on the underside of the wing to the top of the cage.
6. The wing mounted on the roll cage may extend to the outside dimension of the tires.
7. In the construction of the wing, wood, fiberglass, plastic, plexiglass, lexan and/or composite materials shall not be allowed.
 - 7.1. No carbon fiber is allowed in the construction and/or mounting of the wing.
8. The mounting brackets on the wing shall be welded or bolted (not riveted) to a main brace inside the wing, or if the bracket is welded onto a steel or aluminum plate outside the wing, the plate shall be bolted (not riveted) to a plate of the same size and thickness reinforced from the main cross brace inside the wing.
9. The wing shall be mounted using a minimum of four anchor locations to the frame and/or suspension.
 - 9.1. Cable of 3/16 minimum diameter **or commercially available poly tethers, designed for racing applications**, are mandatory. The tethers must be fastened to the wing independently of the wing mounts.
10. The safety of the wing construction and mounting shall be approved by the ISMA technical inspector.
11. Cockpit controlled devices to move the wing **or modify the wing operational or aerodynamic characteristics** are not allowed.
12. The wing shall be the property of ISMA to promote its Series and Point Fund sponsors.
 - 12.1. The wing shall be professionally painted complementing the scheme of the car with car numbers on side panels and the center of the roof of the wing.
 - 12.2. An 18" x 6" ISMA logo should be displayed on the upper front section of the wing. One ISMA logo per car will be supplied by ISMA. Additional logos may be purchased from ISMA as needed.

8.0 TIRE SPECIFICATIONS

1. The left front will always be a 2030 compound and the right front and left rear will always be a M45 or 2045 compound. The right rear will always be a 2045 compound.
2. **The only tires allowed in competition shall be the following:**

Location	Size	Compound	Durometer	
			@ 70°	@ 220°
Left front	11/24-15	2030	57	42
Right front	13/25-15	2045	63	47
	13/26-15	M45	63	47
Left rear	13/26-15	M45	63	47
Right rear	17/28-15	2045	63	47

- 2.1. The above manufacturer, tire sizes, tire compounds and specific locations for such tires and compounds are the only tire configurations allowed into competition by ISMA.
3. The number of tires purchased by a race team will not be limited by ISMA.
4. Chemical treating of tires to alter their traction characteristics is NOT ALLOWED.
5. Artificial heating of tires through the use of electric blankets, warmers, gas heaters or any other "artificial" means prior to entering any part of a racing event (qualifying, heats, feature etc.) is prohibited.
6. Stenciling of tires - To assure reasonable back-up tires for a race are available to their teams for the feature, stenciled tires must be used but not necessarily previously raced and stenciling will be at the discretion of the Technical Inspector.
7. Durometer testing of tires - Durometer testing of tires, using Hoosier specifications, will be conducted as deemed necessary by the ISMA tech inspector. Tires brought into question after durometer testing may be confiscated by ISMA officials for further testing.

Section TWO

COCKPIT and DRIVER SAFETY

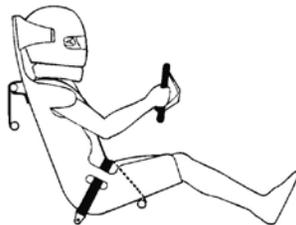
9.0 COCKPIT SAFETY and EQUIPMENT

1. DRIVER SEAT - Driver seat shall be metal and provide support of both left and right sides from shoulders to the legs.
 - 1.1. No fiberglass or plastic seats.
 - 1.1.1. Padded driver's seat is highly recommended.
 - 1.2. Right and left shoulder supports are mandatory
 - 1.3. Right and left padded head supports are mandatory.
 - 1.4. Mandatory padded head rests shall be located directly behind driver's helmet and on both sides of the drivers helmet. The spacing between side rests shall measure no wider than 10 inches.



2. DRIVER BELTS - Three inch driver seat belts, shoulder harnesses and crotch (anti-submarine) belts are mandatory and shall be bolted or fastened to the frame.
 - 2.1. Each belt shall be fastened separately to a common quick release unit.
 - 2.2. Belts shall be replaced every three years. Any belt showing wear or deterioration will not be allowed.
 - 2.3. The complete belt assembly shall be worn at all times while the driver is on the racing surface.
 - 2.4. Separate shoulder strap fastening is highly recommended.
 - 2.5. Sternum belt also highly recommended.

Use the following illustration and recommendations for installing your belts:



- 2.6. LAP BELT is designed to hold the lower abdomen, hip and pelvic area back into the seat and to provide the majority of control in holding your body down into the seat bottom.
 - 2.6.1. The lap belt shall be mounted at a 45 degree angle to the spine no matter what inclination your seating position provides. Always allow the lap belt to lay across your lower abdomen and route smoothly all the way around the hips to provide as much distribution of weight as possible.
 - 2.6.2. Lap belts are to hold your body, not the seat. It is important to route the lap belt through the slot provided in the seat, to provide proper distribution of pull. The lap belt shall not be routed over the top of the sides of the seat.
- 2.7. SHOULDER HARNESS is the most abused belt in the harness system. Used improperly these belts will hurt you in a hard crash. Research indicates that back injuries (i.e. broken back, vertebrae damage from compression of the spine, tail bone breakage, etc.), shoulder and some neck injuries are directly attributed to shoulder harnesses being used improperly or improper seat design and not necessarily from the force of the impact itself. The main function of the shoulder harness is to hold your torso back into the seat.
 - 2.7.1. The shoulder harness shall be routed so the belts pass over the top of the shoulder, traverse at a 90 degree angle to the spine no matter what the inclination your seating position provides. This allows you to provide the proper tension required to hold your upper body back into the seat without taking your breath!
 - 2.7.2. The belts shall not run down your back below shoulder height before crossing through the shoulder harness slot in the seat and shall not run across the bony structure at the perimeter of the shoulder as damage may result.
 - 2.7.3. The shoulder belts shall be routed through the holes provided in the seat and across the cage tube to provide the best control of location of the belt.
3. FIRE WALLS and contact surfaces–
 - 3.1. There shall be a firewall between the engine and driver.
 - 3.1.1. A steel or aluminum plate at least 1/8 inch thick shall be adequately bolted to the frame between the engine and the driver.
 - 3.2. The entire area separating the driver from the engine compartment shall be sealed to prevent engine fluids from entering the cockpit area-
 - 3.3. A firewall between the driver and rear fuel cell is highly recommended.
 - 3.4. All protrusions, brackets and bracing in the cockpit area (inc. roll cage) shall have smooth or rounded edges and if the driver is in close proximity to these items, they shall be protected with “ensolite” or equivalent material with a minimum thickness of 1/2 inch.
4. FUEL and FIRE SYSTEM CONTROLS
 - 4.1. Fuel shut-off within reach of the driver when the driver is held into position by seat belts and harnesses should be marked clearly “off” and “on” and should be easily accessible to safety crews.
 - 4.2. Build in on-board fire extinguishing system in the cockpit is mandatory.
 - 4.2.1. Release handle shall be located so that it is within reach of the driver when the driver is held into position by seat belts and harnesses.
5. IGNITION SWITCHES, THROTTLE LINKAGE and ENGINE KILL SWITCHES
 - 5.1. An ignition switch shall be within reach of the driver when the driver is held into position by seat belts and harnesses.
 - 5.1.1. The switch shall be mounted so that it can be activated without having to move hands from steering wheel or feet from pedals.

- 5.2. Cars shall be equipped with a safety toe strap fastened to the accelerator pedal which shall allow the driver to close the throttle manually if necessary.
 - 5.2.1. An engine kill switch built into the throttle return toe strap is required. The switch must kill the engine when the driver pulls back on the toe strap while seated.
- 5.3. Secondary engine kill switches can be mounted in addition to the mandatory kill switch built into the throttle toe strap. A brake pressure kill switch is highly recommended. Additional switches may be added per the owner/driver preference.
- 5.4. ISMA highly recommends all throttle linkage be carefully adjusted and verified to assure that it cannot over-center and lock. Tech inspectors may request a visual inspection.
 - 5.4.1. A minimum of two throttle return springs are recommended. Placement should be such that any failures or disconnects of any linkage will result in a closed throttle condition.
6. STEERING WHEEL QUICK RELEASE must be made of metal
7. PIT AREA SAFETY - Each race team shall be equipped with a 5 lb. or larger, fully charged, dry chemical fire extinguisher in their pit at every race meet.
 - 7.1. The extinguisher shall be in plain view and easily accessible.
 - 7.2. An open 5 gallon water container shall be filled and available at each pit.

10.0 DRIVER SAFETY EQUIPMENT

1. RADIO COMMUNICATIONS
 - 1.1. Radio communication between Race Director and driver is mandatory.
 - 1.1.1. Any competitor without a radio will be able to rent a radio from ISMA at \$50.00 per event.
 - 1.1.2. No two-way communication from the race car driver to the race director will be allowed. One way communication from the race director to the driver only. No other radio communication to the driver is allowed.
 - 1.1.3. The radio shall be mounted in a radio mounting case. Tie strapping the radio directly to the roll cage is not allowed.
2. RACING APPAREL

The driver shall wear the following protective racing apparel:

 - 2.1. Full face helmet with proper fastenings and protective eye shield is required. It shall meet current Snell Foundation testing standards. Snell foundation numbers allowed are **2010 2015** and later.
 - 2.2. Nomex hood or "clava" if not built into the helmet.
 - 2.3. Fire retardant uniform or "fire suit" properly fastened at neck, wrists and ankles. The fire retardant uniform shall be a minimum double layer with an S.F.I. standard of 3-2A-5 rating.
 - 2.4. Fire retardant socks, underwear, gloves and shoes.
 - 2.5. A safety approved neck and head restraint is required. (HANS or Hybrid device).
 - 2.6. Safety arm restraints fastened on the forearms are mandatory.
3. ISMA officials reserve the right to confiscate any safety equipment that is of a questionable nature. (*Examples: Helmet incurring major impact in a crash or by being thrown; firesuit with holes in material.*)

11.0 DRIVER FITNESS

1. If a driver receives an injury requiring continuous medical attention from a physician or chiropractor, the driver shall be required to submit, in writing, a medical release on the attending physician's or chiropractor's letterhead and it shall be received by ISMA officials 24 hours prior to the next scheduled race meet in which the driver wishes to participate. Also, the driver shall demonstrate to ISMA officials, the ability to enter and exit the car quickly and safely before being allowed to compete.
2. If a driver is rendered unconscious from an accident on the track, the driver, upon regaining consciousness, shall not be permitted to compete for the duration of the evening.
3. Drivers shall be physically and mentally healthy in order to compete on any given race meet. ISMA officials may require a driver to submit a statement, in writing, on his attending physician's letterhead, attesting to the driver's fitness to operate a race car.

Section THREE

INSPECTIONS and PROTESTS

12.0 POST-RACE INSPECTIONS

1. The top five cars shall be weighed and any random cars may be weighed immediately after the feature race.
 - 1.1. Crew members must be present after the race to push the car onto and off the scales. If no one is present to move the car, the car will not be weighed and the car will be disqualified from the finishing position.
 - 1.2. Each car shall be weighed and there shall be no allowance for fuel. If a car is found in violation of weight requirements, all prize money and points shall be lost for that event.
 - 1.3. ISMA scales are the official scales at every race meet. Tech inspector's findings, with respect to weight measurements using the ISMA scales, shall not be subject to protest.
2. Cars chosen by ISMA officials shall be subject to an engine tear-down inspection at the end of each race night.
 - 2.1. The procedure shall be as follows:
 - 2.1.1. At least 1/2 hour cool down period shall be allowed for each car.
 - 2.1.2. The car shall be pushed into the teardown area and a maximum of three crew members per car shall be allowed in the area.
 - 2.1.3. A random cylinder shall be P & G'd to verify the cubic inch limit. This shall require removal of all spark plugs and the two push rods for the selected cylinder.
3. A fuel sample may be taken from the tank for analysis.
4. Wing size, left side percent and weight shall be checked.
5. If the car is in violation of any car specifications, the car shall be disqualified.
 - 5.1. This means that the owner shall lose his Championship points for the night, the car owner shall receive no prize money for the night and/or may be subject to disciplinary action at the discretion of ISMA Infractions Committee.
 - 5.2. Before the final determination is made, the car owner shall be informed of the specific violation and shall have the option to remove or disassemble that part of the car or engine necessary to provide a more thorough examination.
 - 5.3. If the car owner refuses the optional teardown, the car shall be deemed illegal and the penalties described in 5.1 shall be invoked
6. If the car owner refuses the initial post-race inspection, the car shall automatically be deemed illegal and the penalties described in above shall be invoked.
7. Any car found with an illegal tire compound or a tire chemically treated shall be disqualified and;
 - 7.1. all championship points and prize money, including tow money, will be forfeited.
 - 7.2. the owner and driver shall be disqualified from the next scheduled ISMA event.
8. The following requirements are also mandatory to be awarded points for any ISMA event:
 - 8.1. An ISMA logo must be on the upper surface of the wing.
 - 8.2. Sponsor decals displayed on both sides of vehicle in a visible manner.
 - 8.3. Sponsor patch(s) displayed in a visible area on driver's firesuit.
 - 8.4. Sponsor neckband (if provided) to be worn by feature winner in victory lane.

13.0 PROTEST & VIOLATION OF CAR SPECIFICATIONS

1. Filing a protest
 - 1.1. Only a registered car owner with his/her car in attendance may file a protest.
 - 1.2. A car owner may protest only one car per race meet.
 - 1.3. The protest shall be filed, in writing, before the preliminary events begin.
 - 1.4. The protest shall explicitly state the car being protested and the particular specification that is being violated.
 - 1.5. The person protesting shall sign the protest form and post \$500.00 Protest Fee per violation.
 - 1.6. If the car under protest is in violation of the cited car specification, ISMA officials reserve the right to allow sufficient time for changes to be made. The protest fee shall be returned to the car owner filing the protest.
2. All cars are subject to being measured and visually inspected at each ISMA event by the technical inspectors to make sure they conform to ALL car requirements and specifications.
 - 2.1. After inspection, if a violation was found, the car owner shall receive a "Report Form" specifying the technical inspector's findings.
ISMA officials shall also receive a copy of each Report Form issued.
 - 2.1.1. The Report Form shall include the car being inspected, which of the car specifications are in violation, why the car does not conform and how long the car owner has to make the necessary changes.
 - 2.2. On subsequent race meets the technical inspector shall follow up on all violations. If the necessary changes are not made within the specified time period the car owner is subject to disciplinary action and a fine shall be levied against the car owner as follows:

<u>Occurrence</u>
First Offense \$50.00
Disqualification after first offense. The fine shall be deducted from the car owner's winnings for that race meet.

3. Safety violations do not fall in the above category. If Inspectors find safety violations, the car may not be allowed to compete until said violations are brought into conformity.

Section FOUR

ILLEGAL DRUGS and SUBSTANCES

14.0 ISMA POLICY REGARDING USE OR POSSESSION OF ILLEGAL DRUGS OR SUBSTANCES

1. **ILLEGAL DRUG DEFINITION:** Illegal drugs are those substances defined and prohibited by state and/or federal law.
2. **GENERAL PROHIBITION:** Possession or use of illegal drugs and drug substances or alcohol as defined above, is prohibited in any form, by any participant at ISMA events, either on the speedway grounds, or in any area considered to be used in the operation of ISMA events, such as parking lots or any other properties.
3. **PARTICIPANT, DEFINITION:** A participant is any person taking part in any ISMA event, in any form, including, but not restricted to drivers, car owners, mechanics, crew members, sponsors, track officials and pit area observers. All such persons shall be considered public figures who have by their own choice become involved in ISMA auto racing events, with full understanding that he or she shall abide by the rules and regulations established and published and/or announced by ISMA. All participants are considered to be responsible for their personal conduct.
4. **VIOLATIONS & PENALTIES:** Any person found to be in possession of or under the influence of an illegal drug or drug substance at an ISMA event, as defined above, or any person who is arrested by duly-constituted authorities and charged with possession and/or use of illegal drugs or drug substance, or any person who is formally charged by a court of law with illegal drug violations, shall be subject to the following penalties by ISMA officials:
 - 4.1. Any participant who is formally charged by a court of law with an illegal drug violation, upon notification to the Competition Director by that agency, shall be suspended from all forms of participation at all ISMA sanctioned races until such time as charges are fully adjudicated through the legal process. Any participant convicted of a formal drug charge by such process of law shall be prohibited from taking part in any ISMA sanctioned race for a period to be determined by the Competition Committee, from date of conviction.
5. **APPEAL AND HEARING:** Any participant suspended for violation of these rules shall be granted a hearing by the ISMA Board of Directors, provided the suspended participant requests such a hearing, in writing, within 14 calendar days of the date of suspension. It is the responsibility of the suspended person to make such a request if a hearing is desired.
6. **REINSTATEMENT:** A participant suspended for drug violations as outlined above, except in the case of a person charged with selling drugs, may, as the result of a decision reached through the hearing process, detailed above, be reinstated, if it is mutually agreed that the participant—at his or her own expense—shall produce documentation from a licensed physician, certifying that he or she is drug independent, as a result of random and periodical examinations and urinalysis testing, made at the request of ISMA officials.

Section FIVE

RACING and SCORING PROCEDURES

15.0 MEMBERSHIP and PRE-ENTRY FEES

- 1. Membership.** For any race sanctioned and organized by ISMA, all car owners and drivers shall be an ISMA member. Membership fees are as follows:

<u>Membership Fee Schedule</u>	
January 1 to December 31	\$50.00
Tow money will be paid only to those cars whose owners and drivers are members one week before race date	

- 2. Pre-Entry Fee.** A \$50.00 pre-entry fee is required. ISMA needs this fee in order to be aggressive in obtaining a full field of supermodifieds at each race event.

2.0.1. The \$50.00 entry fee must be postmarked 2 weeks prior to an event. This allows ISMA and track owners to do pre-entry advertising.

16.0 PRE-RACE and QUALIFYING PROCEDURES

1. Everyone entering the pit area shall purchase a pit pass and sign the liability release for each ISMA race meet. This is required for participant insurance coverage.
2. All cars shall pass a pre-race technical and safety inspection before they are allowed to run.
3. Each car and driver combination shall register with the handicapper before entering into competition at each race meet. Any changes in registration of car and driver combinations at a race meet shall be made to the handicapper and shall be governed by all rules of handicapping and qualifying procedures.
4. Cars will have a maximum of two integers in their number. There will be NO duplicated numbers allowed.
5. ISMA officials shall issue numbers on a first-come, first-served basis determined by the date the car owner files for an ISMA membership. In order to maintain a car number for the upcoming season, the car shall have competed in at least 50% of the shows during the past season and the car owner shall request the number on his registration form by February 1st of the upcoming season.
6. Any car which has been judged to be mechanically fit, appears from the pre-race technical inspection to meet all car specifications, is registered for the current racing event, and has a registered approved driver is eligible to be placed into competition.
7. All cars MUST have transponders on their cars at all times during Hot Laps...if a transponder is not attached to your car you will NOT be allowed to hot lap and therefore will forfeit any handicapping. Furthermore transponders should not be removed at all throughout the racing event unless due to transponder malfunction or if asked to do so by an ISMA official.
8. All new drivers competing with ISMA for the first time shall report to the Chief Pit Steward to be briefed on general driving procedures before going onto the racing surface. Failure to abide by this procedure shall result in the disqualification of the car.
9. Only registered drivers scheduled to drive in competition at each ISMA race event shall be allowed on the track at any time unless given special permission by Chief Pit Steward. Anyone starting a car in the infield shall be buckled in with helmet and gloves on.
10. Any car may qualify for the feature race by competing in a heat or a consolation race.
11. The driver shall qualify the car he/she drives in the feature. When a qualified car becomes mechanically unfit to race and is called "out for the night" the driver may qualify another car in the consolation race.
 - 11.1. When a driver of a qualified car becomes physically incapable of driving, the car he qualified may be re-qualified in the consi for the feature race by another driver.
 - 11.2. If a driver wants to qualify another car in the consi even though his car is qualified and able to run, he shall relinquish the position of the car already qualified to be eligible to qualify the other car. In all cases, the additional qualifying spot shall be taken out of the consi, if one is run.
12. There shall be no substitution of feature cars before or during any race. Any qualified cars unable to compete shall be replaced by consolation cars only or by the ISMA provisional car option as outlined in item 31 below.
13. Relief driving shall be allowed only after the feature event has started. No relief driving during preliminary events. If there is a driver change during a red flag situation the car shall be brought to the pits and start at the rear of the field upon returning to the track.
14. All cars shall start in their assigned position unless prior notice has been given to the track steward. If starting position changes are made prior to the event, a new lineup of all cars shall be made before racing is started.

15. Provisional car option for 2016-2018 ISMA events:
 - 15.1. One provisional car may be added to the advertised field using the ISMA option.
 - 15.2. In order to be eligible to enter a feature race via option, a car (owner) must have accumulated a minimum of three (3) option points during the current season. Driver and owner must be ISMA members. (The top 20 cars from the previous season will be awarded three (3) points at the beginning of the new season).
 - 15.3. Cars will be selected in order of current point standings. (First race by last year's final standings), and will be limited to the top 20 cars as determined by ISMA.
 - 15.4. An ISMA option can be used only once during a given season.
 - 15.5. A car eligible to use the option must make every effort to qualify in preliminary events.
 - 15.6. In case of a tie in point standings for the ISMA option, the first tie breaker is option points earned during the season. The second tie breaker is the previous season point standings.
 - 15.7. A car accumulates option points by simply participating in ISMA events. One point for each event at which a car receives tow money or prize money.
 - 15.8. A car will be penalized one (1) option point for each ISMA event at which it does not participate. A car will accumulate penalty points to a maximum of all points previously earned. Under no circumstances shall a car's option points total be less than zero.
 - 15.9. Only option points earned prior to an event may be used toward an option at that event. An option point earned for an event can only be used toward future events.
 - 15.10. After the checkered flag drops for the consi, you have 15 minutes to make your decision on whether to use your option for that night. After the 15 minutes are up, the next owner in line to use the option will be asked.
 - 15.11. If you are the first bubble car and also the option car you must decide which one you will use. If you decide on the option the next non-qualified car in line become the first bubble car. You cannot change the decision.
16. A "rookie" shall be defined as a driver who has qualified for three features or less in any previous year and for more than three features in the current year. Rookies must register with ISMA by June 1 of each year to be eligible for any rookie program. Final determination will be made by ISMA officials.

17.0 GENERAL RACE PROCEDURES

1. No practice will be allowed at any track ISMA competes at the week before the racing event. Exceptions to this rule may be made by a vote of the board of directors if the practice is deemed to be in the best interest of ISMA.
2. **Leaving the car on the race track**
Drivers are expected to stay with their cars (unless injured, a present danger exists or asked by an ISMA official) until the race car is secured by the track officials/safety crew.
3. Cars being pushed off for the start of a race shall stay to the inside of the racing surface. No more than 5 laps shall be given to the drivers to find their starting spots. Any driver lagging behind to conserve fuel or speeding by the pace car to heat up tires and thereby delaying the start of the race shall relinquish his starting spot and be placed to the rear of the field. There shall be no scuffing of tires until the Race Director has given the OK to all the drivers through the One-Way Radios at which time he may give one lap to scuff tires before the white flag on starts.
4. Cars being forced to the pits during pace laps prior to the start of a race shall be allowed to return to their starting spot provided the field has not been rearranged due to these cars pitting. If the starting lineup has been rearranged, these cars must start in the rear. If these cars are unable to return, the bubble cars shall be called in as replacements.
 - 4.1. Any car which dumps liquid onto the racing surface during pace laps delaying the start of the race shall be brought off the track and, at the discretion of ISMA officials, may not be allowed to return.
5. Any car which delays the start of the race during the pace laps by slowing or stopping on the track shall be directed into the pits and replaced by the bubble car, but shall be allowed to return to the rear of the field provided the white flag has not been displayed.
6. For the start of all races, cars are to remain in their position until given the green flag. Penalty for passing or moving out of line before the green flag is waved shall be the loss of position on the track as described in paragraph 4.3 below.
 - 6.1. If the front row is uneven at the start of the race, the race shall be yellow flagged and both front row cars shall receive a warning from the starter. If there is another "Yragged" start, both front row cars shall be placed to the rear of all other cars and the second row shall then become the front row.
 - 6.2. On a false start the green flag shall be given followed by a caution flag on the backstretch in order to avoid a first turn mishap.
 - 6.3. If a yellow flag occurs on the first lap, it shall be deemed a complete double file restart.
 - 6.4. All restarts after one completed lap shall be single file.
 - 6.4.1. Once the white flag has been given on restarts after one completed lap, cars shall remain in single file and one behind the other until the green is given.
 - 6.4.2. The penalty for lining up offset or for passing under caution shall be the loss of position on the lap the penalized car is running.
 - 6.4.2.1. When a restart penalty has been imposed, the penalized car's crew shall be notified by the ISMA pit steward.
 - 6.4.2.2. On the next restart the penalized car shall be sent to the rear of the pack, but will not lose a lap. If there is no subsequent restart after the penalty has been imposed, the penalized car shall be scored to the back of all other cars on the same lap it was running at the end of the race.
 - 6.4.3. Should the restart, in the judgment of ISMA officials, be considered unfair, or unsmooth, the leader shall receive a warning from the starter. If there is another "ragged" restart, the leader shall be placed to the rear of the pack, on the lead lap.
7. All repairs shall be done in the pit or infield area. No repairs shall be made while on the racing surface, pit entrance or exits. Offenders shall be disqualified.
8. Any car that, in the judgment of ISMA officials, deliberately stops on the racing surface or deliberately spins to cause a yellow caution period and then attempts to rejoin the race, shall be subject to a loss of laps or disqualification. **Drivers who stop on the race track at the start finish line for the purpose of alerting officials of an unsafe track condition will not be penalized.**
9. Any car not able to resume racing after a race is slowed or halted, shall be scored by the number of laps it has completed.
10. Any car which receives the white flag in any event is considered to have started the race and shall be paid accordingly. In the feature race prior to the white flag, if the field is not complete, for any reason, consolation or bubble cars shall fill out the field in the scratch position provided that they are ready to be pushed off onto the track. In the event there are no bubble cars, a qualified car can enter the race at any time and shall be scored for the number of laps down while in the pits. In the event a car pulls off prior to the start of the race, the balance of the cars in that lane shall move up to close the vacated starting spot.
11. When a race is slowed or halted, any and all cars which necessitated the race to be slowed or halted shall be placed to the rear of the field in the order which they completed the last complete lap. However, a car that is initially involved in an accident and continues through the accident scene under its own power could, at the discretion of ISMA officials, return to its position just prior to the accident.
 - 11.1. Cars which caused the yellow shall be placed to the rear of the field in the order in which they were originally scheduled to start the race if the accident occurs on the first lap.
 - 11.2. If a car, which caused the yellow flag situation, cannot restart or does not subsequently re-enter the race, it shall be placed at the

rear of the order for the number of laps completed. However, if another car pits during the same yellow flag situation and does not subsequently re-enter the race either, the two cars shall be scored as to how they were running in relation to each other on the last completed lap before the yellow flag.

- 11.3. A precautionary or "courtesy yellow" flag may be thrown for an impending crash, a car out of shape or other potential safety hazard. In this particular situation, the car or cars in question may not be penalized at the discretion of ISMA officials.
- 11.4. If the same car causes two caution periods in a preliminary race or three caution periods in a feature race, the car shall be subject to disqualification and removal from the racing surface.
- 11.5. If a race is slowed or halted because of adverse track conditions, no cars shall be penalized.
12. Any car that stops on the racing surface during a caution period, unless requested by an ISMA or Track Official, will be penalized. Cars determined (by the same) to be prolonging a caution period may also be penalized. The penalties will be determined by the race director and may include being sent to the pits or to the rear of the field.
13. In the event of a red flag situation, all cars shall stop as quickly and safely as possible at any point on the race track and away from the accident scene, leaving the very inside lane open for emergency vehicles. No crew member is allowed on the track surface until approved by ISMA Officials.
 - 13.1. If any crew member enters the track surface without ISMA approval, the car owner of that crew member shall be fined \$100.00.
 - 13.2. No work may be done on the cars while stopped on the track. Any cars worked on while on the track, during a red flag shall be disqualified.
 - 13.3. No refueling of cars while stopped on the track unless specified by ISMA officials. The pits shall remain closed under all red flags.
 - 13.4. If a car enters the pits and the red flag comes out, ISMA officials will ask that work be stopped on that car.
 - 13.5. Any work done on a red flag situation, will result in a one lap penalty.
 - 13.6. After the accident or situation that caused the red, is under control, the yellow lights will be turned on and any car may be taken to the pits and work on the car resumed.
 - 13.7. Cars will be restarted in the order of the last completed lap for cars remaining on the track, followed by cars in the order in which they return to the track from the pit area.
14. Any car may go to the pits during a green or yellow flag situation.
 - 14.1. The car may re-enter the race under its own power during race conditions ONLY if the host track has a sufficient starting strip in the pit area and a safe entrance path onto the speedway. There shall be no push trucks allowed on the racing surface during competition. The car may return to the track during any yellow flag situation at the rear of the field.
 - 14.2. The car shall be charged with all laps lost while it was out of competition. If the track is equipped with an infield starting strip and, after pitting, a car re-enters the race in the middle of the pack on the green flag lap, it shall be scored as "down one lap".
 - 14.3. There shall be no penalty for pit stops under yellow for chassis or wing adjustments or any other non-cost factors, but you the car will be required to go to the rear of the field.
 - 14.4. On a restart (at tracks where a car is unable to re-enter under green), once the leader receives the white flag, a car shall not be allowed back onto the racing surface from the pit area.
15. After qualifying for the feature event, the left rear and right rear tires must be stenciled. The car must start the race with these tires.
 - 15.1. If a stenciled tire is changed for any reason another stenciled tire from a previous race must be used and the car will start in the rear.
 - 15.2. If a new tire is put on you will be penalized one (1) lap and start in the rear. Any altering of stencils on the tires will result in disqualification. No points, no money issued.
16. If you have a flat tire(s) or if a tire(s) /wheel(s) is damaged or deemed unsafe by an ISMA official to be on the racing surface, the flat/damaged/unsafe tire(s) may be changed with a previously stenciled tire on that caution period.
 - 16.1. If you change a tire(s), the tire(s) must go directly to an ISMA Official.
 - 16.1.1. Any tire(s) not given to an Official will be determined not to be flat/damaged/unsafe and the car will be penalized one lap.
 - 16.1.2. You may NOT change any other tire that is not flat/damaged/unsafe on that caution without a 1 lap penalty for each addition tire you change. No grace tire allowed.
17. If the promoter adds additional cars to the field (other than option cars) and they are extremely slow, erratic or unable to maintain a consistent groove, they shall be black flagged off the race track.
18. When the white flag is displayed for all starts and restarts, all caution lights shall be turned out. If the caution lights come on and the flaggers show the caution flag during the "white flag lap" it means that you shall NOT receive the green on the next time by the starter. You shall slow down, stay in line and receive further instructions from the Race Director.

19. If a car has been in an accident and the damage is extensive enough to prevent it from continuing in that race, the car shall be re-inspected by the ISMA inspector before it can be scheduled in another race.
20. After 70 caution laps in a 50 lap race have been run, all cars shall be stopped and shall be allowed to refuel. No other repairs shall be allowed without returning to the pits. The number of caution laps run shall be counted by ISMA officials and is not subject to protest. All yellow flag laps shall be counted for fuel consumption.
21. Only 2 crew members per car shall be allowed on the racing surface to refuel. There shall be no refueling provisions for preliminary events, except an unusual situation. During all refueling the driver must be out of the car. The only exception will be during a green or yellow flag situation in a feature event, at which time the driver may remain in the car as long as a crewman has a fire extinguisher in his hand, pointed at the car.
22. All races shall be run until the advertised distance is covered by the lead car. In extraneous situations where curfews and/or local ordinances are invoked, the race director and/or president may alter the specified distance.
23. In the event of a yellow flag after the checkered flag, the cars which did not complete the race under the green flag shall be scored in the order in which they completed the last complete lap. Cars which caused the yellow flag shall be placed to the rear of the order.
24. Following the completion of scoring for a complete racing program, the official rundown shall be posted.
 - 24.1. All protests shall be made within 15 minutes and shall be in writing on the official ISMA protest form available at the trailer. Only the owner or driver filing the protest may enter the trailer to question the results.
 - 24.2. During the protest period, owner or driver under the influence of intoxicating beverages or drugs of any kind, shall NOT be allowed to protest the results of the race.
25. Any competitor deemed driving in an erratic, unsportsmanlike manner or disobeying race procedures, qualifying procedures or flagging rules shall be subject to disciplinary measures by ISMA officials.
26. The car owner is responsible for the conduct of his entire race team, including the driver. Professional conduct is expected from each race team while on the speedway premises. If an altercation occurs between a competitor (owner, driver or crew member) and a track official or between competitors on the speedway premises, which results in physical assault, the competitor(s) directly involved shall be subject to arrest and the car and/or driver is subject to suspension at the discretion of ISMA officials. The Board of Directors will make a decision prior to the next race.
27. If an altercation occurs between two competitors (driver, owner or crew member) at a sanctioned event which results in physical violence, one or both competitors shall be subject to disciplinary action at the discretion of ISMA officials.
28. Rainout and(or) postponement procedures shall be mutually agreed upon by the ISMA Officers and the track promoter at the time such rainout and(or) postponement occurs.

18.0 TIME TRIAL RACES AND/OR LONGER DISTANCE RACES

1. TIME TRIALS (if used at an event):
 - 1.1. Upon registering for time trials, all owners must decide which number each individual car will run that evening.
 - 1.2. A car may only attempt to time trial once.
 - 1.2.1. A driver may withdraw his time and attempt to qualify in another car, therefore the car in which he originally timed, may start last in the next qualifying race with a different driver.
 - 1.3. Each car shall be given two laps under time.
 - 1.3.1. The faster of the two laps will be used.
 - 1.3.2. In the event of a tie, the second lap shall be used to break the tie. If both laps for two or more cars are identical, the tie breaker will be whoever turned the lap's times first.
 - 1.3.3. A spin or stall on either of the time laps cancels out that particular lap.
 - 1.3.4. Competitors missing their qualification attempt or waving off the green flags shall be allowed to take one lap after all other competitors have been given a qualification attempt.
 - 1.3.5. Any car not taking a time trial will be placed in the rear of the qualifying races.
 - 1.4. If more than half the time trials are run before cancellation because of weather or unforeseen conditions, ISMA officials will decide what format will be used for that event's qualifying procedure. If less than half the field qualifies, the times may be scrapped and an alternative procedure may be decided upon. The Race Director will indicate whether any warmups or group warmups shall be held prior to time trials.
2. In all qualifying races, competitors should fuel for a total of 80 laps.
3. If a driver is qualified through time trials and is subsequently declared out for the night immediately after time trials (but before qualifying lineups are established), the next fastest time trialer will be moved up into a qualifying position.

4. A driver must start the feature in the car in which he qualified.
 - 4.1. Relief driving will be allowed in the feature only as long as the driver is registered with I.S.M.A.
 - 4.1.1. The car must come to the pits and start at the rear of the field.
5. The consolation or last chance race shall start heads up from the results of the heat races and cars qualifying through the consi shall start behind all other qualified cars in the feature.
6. The I.S.M.A. option rule will be used for every event.
7. IF CAUTION LAPS COUNT IN A FEATURE EVENT:
 - 7.1. When the yellow flag is displayed, everyone shall hold the position they were in at that time the flag was displayed.
 - 7.2. Cars are to remain one behind the other and no passing under yellow.
 - 7.2.1. Penalty for not adhering to this rule shall be the loss of position on the lap the car was running.
 - 7.2.2. The car penalized shall be put to the rear on the next caution. If there are no subsequent cautions, the penalized car will be scored last on the lap he was running.
8. Pit stops may be made on caution laps and cars shall return to the race behind all other cars.
 - 8.1. Cars wishing to pit may pull up to the pace car on the inside before pulling into the pit.
 - 8.1.1. Once you pull out of line and advance toward the pace car, YOU MUST PIT. Failure to do so will put you at the rear on the next caution or you will be scored last on the lap you completed.
 - 8.2. You cannot gain a lap by pitting and returning to the track ahead of the pace car.
9. RED FLAGS: The pits shall remain closed under all red flags.
 - 9.1. If you enter the pits and the Red Flag comes out you will be told by ISMA officials to stop working on your car.
 - 9.1.1. After the situation or accident is under control, the yellow lights will be turned on and you may go to the pits and resume work on your car.
 - 9.2. Any work done on a Red Flag situation will result in a one lap penalty.
10. More than half the race must be completed for it to become official.
11. The winner of the race shall be the first car across the finish line to receive the checkered flag; having gone the farthest distance in the least amount of time.
12. I.S.M.A. reserves the right to alter qualification procedures in the event of weather problems or unforeseen circumstances.
13. All questions and protests must be made by a registered I.S.M.A. Owner.
 - 13.1. All explanations and discussions will take place with owners and drivers only.
 - 13.2. No one under the influence of alcohol will be allowed in the judge's area.
14. Decisions by the Race Director and Head Scorer shall be final in all respects.

19.0 HANDICAPPING PROCEDURES

1. For all ISMA sanctioned races the following handicapping procedures shall apply:
 - 1.1. For non-time trial races:
 - 1.1.1. All heat races will be handicapped based on money won (using \$25,000 purse) from the 3 previous ISMA races run. Any car that was absent from any of the previous 3 ISMA races run will be awarded first place monies for each missed event. If you go to a race and you don't take any hot laps, you will not start in your handicapped position in the heat. You will start at the rear of the heat.
 - 1.1.2. The top 12 from the heats shall be inverted in the feature based on money won (using \$25,000 purse) from the 3 previous ISMA races run. 13th on will start the feature straight-up from heats.
 - 1.1.3. If necessary, the consi will start straight-up from the results of the heat races and cars qualifying through the consi shall start behind all other qualified cars in the feature.
 - 1.1.4. In order to have your handicap position in the heat races, your time must be within ½ second of the 4th fastest car based off practice times.
 - 1.2. For time trial races:
 - 1.2.1. The top 12 in time trials will be inverted into the heats, with the remaining positions straight-up from time trials.
 - 1.2.2. The top 12 from the heats shall be inverted in the feature based on money won (using \$25,000 purse) from the 3 previous ISMA races run. 13th on will start the feature straight-up from heats.
 - 1.2.3. If necessary, the consi will start straight-up from the results of the heat races and cars qualifying through the consi shall start behind all other qualified cars in the feature.
2. All cars entering an ISMA competitive event must make a legitimate attempt to race the car for the entire event to receive prize money and receive handicapping benefits.
3. Cars considered extremely slow, erratic, ill handling or having new, inexperienced drivers may be requested by ISMA officials to relinquish their assigned starting spot in the heats or feature and start in the rear of the field. ISMA officials may also request that the car come off the race track after completing one green flag lap.
4. A driver may compete in the heat races with his regular car and his backup car provided he reports to the ISMA handicapper at the time of the draw for heat lineups. Each car shall be a different number and shall be handicapped separately. If the driver finishes in a qualifying position with both cars, the driver shall choose which car shall be entered into the next race. After making this decision, the car not chosen shall be scored as last in the heat and all the cars in that heat finishing below this qualified car, shall move up one position receiving the corresponding qualifying spot. Car numbers cannot be changed for that event.

20.0 FLAGGING RULES

- WHITE FLAG:** Cars shall receive white flag one lap prior to the start and restarts of all race and one lap prior to finish of all races.
- GREEN FLAG:** Shall be waved as the lead cars come off the 4th turn down the front chute for the start of all races. On restarts the green shall be given as determined by the ISMA officials.
- RED FLAG:** Shall be displayed in the event of a serious accident on the race track. All cars shall stop as quickly and safely as possible at any point on the race track and away from the accident scene. Leave the very inside lane open for emergency vehicles.
- YELLOW FLAG:** Shall be displayed in the event of a minor accident or spin. All cars shall proceed at a reduced speed in single file. The pace car shall pick up the leader.
- BLACK FLAG:** Shall be displayed to bring cars in off the race track for consultation.

SECTION SIX

POINT SYSTEM and AWARDS

21.0 ISMA CHAMPIONSHIP POINT SYSTEM

1. Participants at an ISMA event will earn points through the heat and feature point systems.
 - 1.1. In the event of a rainout, all participants in attendance will receive 50-show up points.
 - 1.2. Any other situation will be voted on by the ISMA Board of Directors.
2. Points are given to car owners only.
 - 2.1. If a driver of one car is also the car owner of another car, and both cars compete, the points shall be awarded separately to each car.
 - 2.2. If an owner has two or more cars,
 - 2.2.1. drivers for each car and puts multiple cars into competition, points shall be awarded to each car separately.
 - 2.2.2. he/she must declare the specific number for each car prior to the posting of heat lineups,. After that time no switching of numbers can occur for that ISMA event.
 - 2.3. If one car owner has two or more cars, but only one driver,
 - 2.3.1. car substitutions shall be permitted and the owner points shall be cumulative.
 - 2.3.2. The owner must choose which car he/she will qualify (heats, time trials, etc.), He/she must indicate what number each car shall compete with at that particular ISMA event. After the car number designation is made no number swapping will be allowed.
 - 2.4. The car and number with which an owner shows up to an ISMA event to gain ISMA points will be the car and number they must use for the entire event. This car may only be switched at that event for mechanical reasons and may only be done so up until the start of qualifying. The ISMA Board of Directors shall make a decision on any questionable car and/or number usage.

ISMA CHAMPIONSHIP POINTS AWARDED

HEAT RACE POINTS		ISMA FEATURE POINTS	
FINISH	POINTS	FINISH	POINTS
1	10	1	200
2	8	2	188
3	7	3	181
4	6	4	174
5	5	5	167
6	4	6	162
7	3	7	157
8	2	8	152
9	1	9	147
10+	1	10	142
		11	139
		12	136
		13	133
		14	130
		15	127
		16	124
		17	121
		18	118
		19	115
		20	112
		21	109
		22	106
		23	103
		24	100
		25	100
		26	100
		27	100
		28	100
		29	100
		30	100
ADDITIONAL POINTS			
		Leading a lap	5
		Leading Most Laps	5
**There are no points for a consolation race.			

22.0 ISMA CHAMPIONSHIP AND AWARDS

1. The car owner who has earned the most points for one specific car number during the season shall be deemed "ISMA Car Owner of the Year."
2. The driver who has accumulated the most points during the season shall be deemed "ISMA Driver of the Year."
3. An "eligible" rookie who has accumulated the most points during the season shall be deemed "ISMA Rookie of the Year."
4. The ISMA Appreciation award is selected by the Officers and may be presented on a yearly basis.
5. All other season award winners shall be voted on by the general membership and shall receive their awards at the annual ISMA banquet.
6. Sponsorship awards shall be determined under the terms of the sponsorship agreement.

SECTION FIVE

ISMA AND THE RULE BOOK

23.0 PURPOSE and DISCLAIMER

1. The rules, specifications and procedures set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements.
2. No express or implied warranty of safety shall result from publication of or compliance with these rules, specifications and procedures and-or subsequent modifications. They are intended only as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, crew members, spectators, race officials or others.
3. All specifications and regulations contained herein are subject to deletions, additions and-or modifications by directives contained in subsequent publications issued by ISMA or verbal directive of ISMA officials without prior notification.
4. ISMA reserves the right to reject any car or driver entry on the basis of noncompliance with this Rule Book.
5. ISMA reserves the right to change the number of cars entered in any race, the number of races in any race meet and the number of laps in any race, at any time.
6. The use of equipment not available to all participants at each ISMA event shall be subject to approval by ISMA.
7. If a car is in violation of any car specifications, ISMA reserves the right to impound the component or that portion of the car that is in question for further examination.
8. ISMA officials reserve the right to impound any car involved in a personal injury accident of any kind for up to 72 hours from the time of the accident.
9. When a competitor is "subject to disciplinary action at the discretion of ISMA officials" one or more of the following penalties could be invoked.
 - 9.1. Monetary Fine
 - 9.2. Race Disqualification
 - 9.3. Lap Penalties
 - 9.4. Position Penalties
 - 9.5. Handicapping Penalties
 - 9.6. Suspension from Competition
10. All drivers and car owners shall release and relinquish to ISMA any and all rights to publish, produce, copyright, duplicate or reproduce in programs, newspapers, periodicals, or upon hats, jackets, patches, decals, T-shirts, sweatshirts and any other novelty items, photos and drawings of their likeness or their race cars, written articles about them or by them and any other such item of every name and nature which may have originated from or be related to the ISMA events. Further, if any event to which this Rule Book applies, is filmed, televised, videotaped or publicized, all drivers and car owners understand that such telecasting, filming, videotaping or publicizing may be done in such a manner as ISMA may see fit, and ISMA shall have the right to use the names of the drivers and car owners in connections therewith and such telecast, film, video or publicity or any future use thereof, shall in no way be construed as a violation of the driver's or car owners' privacy and no compensation therefor shall be due or payable to the drivers and car owners from ISMA.
11. The elected officers of ISMA and their appointed personnel shall be responsible for the orderly conduct of sanctioned events and in all matters of interpretation of the ISMA rule book, their decisions are final and binding.
12. By filing for an ISMA membership, it is deemed that the participant agrees to become familiar with these rules, specifications and procedures and to abide by all the terms and conditions set forth herein or prescribed subsequently by the International SuperModified Association board of directors or elected officers.

NOTES

Section SIX
ISMA RULES ADDITIONS, CHANGES OR MODIFICATIONS
Request Procedure - Rules Committee

- 1) All requests of additions, changes or modifications to ISMA rules must be submitted to a member of the Rules Committee using this form. Any member may submit a request, however, if the submitter is not a car owner, the submitters request must be endorsed by a car owner to receive consideration. All requests will be responded to in writing with an explanation of reasons for acceptance or denial.
- 2) I suggest the following _____Addition _____Change _____Modification to ISMA Rule #_____ Page # _____ of the ISMA rule book.

(attach extra sheet if needed)

- 3) My reason for requesting this change:

(attach extra sheet if needed)

- 4) I would like this change implemented _____ immediately _____ Next year.

- 5) I am a _____ Car Owner _____ Non-Car Owner _____ Driver

Signed _____

Print Name _____

Endorsement of Car Owner: _____ Car # _____

