



2023 Rule Book

Updated 2023-05-03

Summary of 2023 rule changes or additions:

(New or modified sections in rulebook are highlighted in yellow)

- 1.d – Front suspension/axle/tether rules updated to synch. with ISMA. Rear axle rule moved to 1.e (no change).
- 2.a, 2.e, 2.r, 3.a – Rules pertaining to Small Blocks are removed
- 2.r – Gear ratio updates: Jennerstown (4.30), Lorain (4.87), Oswego (4.27), Evans Mills (TBD)
- 4.d – Fixed typo in Tire Table – LR (13/27) Compound is M45 (not 2045 as was listed in 2022 rulebook)
- 7.e – Updated Head & Neck restraints rule to match to ISMA Chapter 10, 2.5 + comment about KRG Racing Solutions
- 7.r.i – Updated helmet rating/year to “2015 or newer”
- 12. Voted upon changes to the tire rule, allowing for a damaged tire to be replaced with a previously stenciled tire without penalty (or a new tire to be used by going tail but not losing a lap).
- 13. Race Procedures – Chapter realigned (no rules removed, but order was realigned for better flow)
- 13.a – Update to “Fuel for 120” laps (typical). Except Oswego (110), Sandusky Hy-Miler (150), Evans Mills (150)
- 13.r.i – Cars causing 1st lap caution shall be placed to the rear (same as ISMA/Oswego) – effective Berlin 2022
- 13.s & 13.t – Rules added for Double-File Restarts & Single-File Restarts
- 13.u – Jump Start penalty (TWO spots) will be assessed at the moment (yellow will be called before a completed lap)
- 13.v – Courtesy laps will not be given in a Heat Race, and will NOT be given for a competitor to refuel
- 14.c (previous) – Break Out Rule is removed
- 14.d.vii (previous) – Removed rule to place the previous week’s winner to the rear of the inversion at the next race
- 14.d & 14.e – Line-Up Procedure revised per April 2023 Owner Vote ... Feature Line Up will be 12-car pill draw from heats
- 15. – Points Table updated to match ISMA Points System – Double Points for Qualifying at Lorain Sat. (no Heats)
- Appendix A (former) – “Co-Sanction Rules of Engagement” is removed (no longer deemed necessary)
- Appendix A (previously “B”) – Lorain Super Crown Procedures are updated for clarifications and per 2023 co-sanction rules
- Appendix for West Coast Cars has been removed

Midwest Supermodified Series

Specifications for the 2023 Season

IMPORTANT NOTICE: The following specifications have been prepared by the Midwest Supermodified Series officials for the construction of Supermodified race cars. No express or implied warranty of the safety shall result from publication of, or compliance with the rules. They are intended as a guide, and are in no way a guarantee against injury or death to participants, spectators, or others.

No equipment will be considered as having been approved by reason of having passed through inspection unobserved. Anything not covered by these guidelines should be approved by the MSS Technical Inspector and be placed in writing. The MSS Technical Inspector will have the final decision.

Any car deemed to be unsafe by MSS officials will not be allowed to compete. Technical questions may be directed to MSS Technical Inspector or Race Director.

1) CHASSIS and COMPONENTS

- a) The Supermodified frame or chassis shall be made of material comparable to or of 4130 seamless steel tubing and shall have adequate tubular cross bracing throughout the structure. The main frame rail and roll cage shall have a minimum O.D. of 1-1/2" and a minimum wall thickness .095. The cross braces shall have a minimum O.D. of 1-1/2" and a minimum wall thickness of .095 in cockpit area and .065 elsewhere.
- b) No aero or streamline tubing is allowed on any bolt on suspension component at any time. Aero tubing as part of other bolt on components may be allowed with MSS Technical Inspector approval. Aero tubing may be welded in as part of the main frame. Any aero or aero-like tubing that is determined by the MSS Technical Inspector to be an aerodynamic advantage will be required to be covered by roll cage padding. It is highly recommended that aero tubing not be used at all on the supermodified chassis.
- c) No titanium chassis components are allowed. Titanium valves, retainers, drive shaft, rear end lower shafts, and all fasteners are allowed.
- d) Front Suspension – Supermodifieds may use either a solid front axle suspension or an independent front suspension.
 - i) Solid front axle cars must have the front axle made of steel
 - ii) 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 & pushrods.
 - iii) Commercially available front axle poly tethers, designed for racing application, are required on all MSS 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.
 - a. Tether construction: The tethers must be a 6mm tether or greater.
Note: A 6mm tether has a finished or woven diameter of approx. 0.400 inch (approx. 1.25 inch circumference) if measured
- e) The rear axle shall be steel or aluminum. If an aluminum axle tube is used, the manufacturer's standard I.D. and O.D. must be maintained. No turning of the I.D. or O.D. for the purposes of weight reduction is allowed.
- f) It shall have 4 wheels with 2 rear wheel drive and front wheel steering. No four wheel drive, four wheel steering, or rear wheel steering shall be allowed.
- g) The 4 wheels shall be located in the standard positions: left front, right front, left rear, and right rear.
- h) The cockpit shall be located within the wheel base.
- i) The car shall have 4 wheel hydraulic brakes. Dual master cylinders are mandatory. Rotors shall be made of steel and iron only.
- j) A safety chain or similar device shall be fastened to torque arm, if used.
- k) All Supermodifieds shall be equipped with a hook, plate, or loop mounted near the center of gravity of the car capable of supporting the entire weight of the car. This device shall be welded to the frame and/or roll cage so the vehicle can be lifted into the air by a tow truck. A corner of the roll cage or frame will not qualify as a tow loop. No muffler clamp like devices allowed.
- l) Wet cell batteries shall be allowed provided they are securely fastened to the frame inside the main frame rails and outside the driver compartment and shall have a protective covering to prevent spillage of acid in the event of an accident. The approval of the covering shall be determined by the MSS Technical Inspector.
- m) No articulating chassis or active suspensions shall be allowed.
- n) No carbon fiber components or wood related products allowed.
- o) No adjustable controlling device will be allowed by the driver while in the cockpit. This includes, but is not limited to, weight jackers, adjustable shocks, panhard bar, or wing devices. Brake bias and fuel adjustments are allowed.

- p) All cars will have 4 shock absorbers (2 for front suspension and 2 for rear suspension). Shocks must be gas/hydraulic type and must not have more than 2 external adjusters (1 for compression, 1 for rebound).
- q) Maximum cost per shock absorber is \$1000 retail price, & the shock must be available to any competitor at that price.
- r) If the right side of the frame next to the leg and foot box area is 18"W x 12"H or larger, an "X" brace is required. Areas under 18"W x 12"H only require a diagonal but an "X" brace is recommended.

2) ENGINE SPECIFICATIONS

- a) The engine in the Supermodifieds shall be an American made cast iron V-8 (including truck blocks) with 2 valves per cylinder and only one spark plug per cylinder. Big block engines shall not exceed 481 cubic inches of displacement.
- b) The engine shall be mounted in the standard position; front of engine facing front end, back of engine facing the rear end.
- c) The drive line shall be run directly from the engine to the rear end. No transfer case assemblies, transmissions, or hydraulic couplings of any kind shall be allowed. Rear end shall be standard style quick change. No reverse rotation or front load quick change is allowed.
- d) 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.
- e) All Supermodifieds shall use an approved head for competition purposes. All heads shall have standard port location for intake and exhaust, and have standard engine manufacturer's type (Chevrolet round port, D-port, C-port, and big block bow tie, Dart, Brodix, Brownsfield) with standard engine manufacturer's valve covers, valve angle, location, placement, and standard intake port configuration. No raised runner, no raised head, no SB2's. The following list of heads, although not an all inclusive list, are specifically NOT approved: Chevrolet Pro Stock, Hemi, overhead cam, Pontiac, Buick, Oldsmobile, Brodix-12, Chevrolet big block with evenly spaced intake ports, or any head that has a raised intake port. Only 23 degree heads are acceptable. It is recommended that competitors check with the MSS officials regarding approved heads. No welding is permitted on the head runners, ports, or intake manifolds which would allow or result in port relocation.
- f) The pistons shall be made of steel or aluminum.
- g) The crankshaft shall be made of steel.
- h) The connecting rods shall be made of steel. No titanium or aluminum rods allowed.
- i) It is highly recommended that a 3/4 inch inspection hole be located in the oil pan for purposes of checking for steel rods. This will eliminate having to remove the oil pan to perform this inspection.
- j) No timed injection or injections identified as such shall be allowed. Turbochargers, superchargers, nitrous oxide, and oxygen injection set ups shall not be allowed. Only one injector nozzle and one injector line per cylinder. Only cast, one piece and three piece injection manifolds permitted. Injection unit shall have only one butterfly per cylinder. Maximum throttle bore size shall be 3" with a 1/16" cleanup allowed. Fuel shall be injected through fuel injection system and not through the head. No adapter plate or spacers between the injection manifold & heads are allowed.
- k) Ignition systems with external coil or spark box may be used provided the coil or box is mounted out of the driver's reach while strapped in the car. Only one MSD style ignition box per car is allowed. No crank triggered ignition systems allowed. Traction control devices of any kind are NOT allowed. Ignition components may be inspected at any time by the MSS Technical Inspector.
- l) The drive shaft shall be made of steel or titanium only and painted white for ease of visibility. Two drive shaft loops are required.
- m) No antifreeze shall be allowed in radiator.
- n) There shall be a firewall between the engine and driver. A steel or aluminum plate of at least 1/8" thick shall be adequately bolted to the frame between the engine and the driver. Additionally, the entire area separating the driver from the engine compartment and any other source of hot liquids shall be sealed to prevent burns of any type. A firewall between driver and rear fuel tank is highly recommended.
- o) All cars shall have a pan below the engine compartment. This "belly pan" shall be a size, shape, and material capable of holding the entire liquid contents of the car's engine.
- p) All exhaust pipes shall run into a common collector on each side.
- q) All cars shall run a fully functional, approved type muffler that is unaltered from the manufacturer (EX, Lobek, Schoenfeld, Stahl, Thrush). No homemade mufflers or baffle systems allowed.
- r) The projected goal is 7500 RPM for Big Blocks. The way we will achieve is through a Gear Rule specific by track. See the table at the top of the next page for gear ratio allowances for each track.
 - Will be viewed when directed to stop at designated agreed upon location on track for tach check.
 - i. Must be visible to MSS Official and in good working order.
 - Can be over on RPM if specified final drive ratio is correct or less than for specific track.

2) ENGINE SPECIFICATIONS (Continued)

TRACK	Size	Gear Ratio	NOTES & HISTORY
Auto City	1/2	4.62	
Berlin	7/16	4.36	4.36 agreed after 2022 ISMA/MSS Co-Sanction
Evans Mills	3/8	< TBD >	
Hillside-Buffalo (Holland)	3/8	4.86	
Jennerstown	0.522	4.30	Updated to 4.30 for 2023 Season to match ISMA
Kalamazoo	3/8	5.04	Based on MSS Race held 5/29/2021
Lorain Raceway Park	3/8	4.87	Updated to 4.87 for 2023 Season
Lucas Oil Raceway (IRP)	0.686	4.11	3.96 determined not necessary in 2018
Midvale	3/10	5.36	
Oswego	5/8	4.27	Updated to 4.27 for 2023 Season
Sandusky	1/2	4.62	Was 4.71 in 2015, then 4.53 from 2016-2021
Toledo	1/2	4.36	Was 4.48 in 2015

3) WEIGHT

- a) The minimum weight of a (big block) Supermodified with wing shall be 2050 at any portion of a race event (time trial, heat, feature, etc.). This weight will include the driver with all racing gear. The maximum left side weight percentage shall be 67.99%. All supermodifieds must meet the total weight and left side percentage rule at all times while in competition including but not limited to time trials, heats, B-Main, and before and after the feature. Supermodifieds may be checked at any time to verify compliance with this rule. Each car shall be weighed with driver and there should be no allowance for fuel.
- b) Add-on or bolt-on weight shall be allowed provided it is securely fastened in between the frame rails and is approved by the MSS Technical Inspector. No shot or small particle weight is allowed.
- c) No in car weight jacking devices shall be allowed.
- d) No modifieds, limiteds, sprinters, or cars identified as such shall be allowed to compete with the supermodified division.

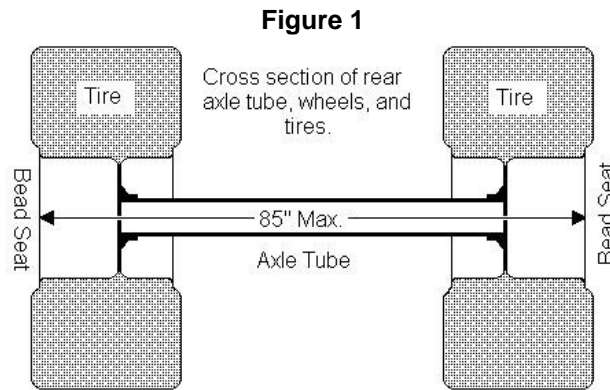
4) TIRES – WHEELS

- a) Wheels shall be made of steel, aluminum, or magnesium.
 - i) Minimum thickness for aluminum wheels shall be 0.160" with a 1/2" center section. Minimum thickness for steel wheels shall be 0.115" with a 3/8" center section that is at least 7" in diameter.
 - ii) No carbon fiber wheels allowed.
 - iii) No bead locking devices allowed.
 - iv) No clip on wheel weights allowed. The wheel weight shall be fastened inside the outer edge of the wheel and fully taped.
 - v) No welding or epoxy may be used to repair the center section of any wheel.
- b) No chemical treating of tires to soften compound allowed.
- c) The only tires allowed in competition shall be **Hoosier Racing Tire**.
- d) Tire sizes are as follows:

Tire	Size	Compound	Durometer	
			@ 70°F	@ 220°F
LF	11/24	2030	57	42
RF	13/25	2045	63	47
	13/26	2040	63	41
	13/26.5	2040	63	41
LR	13/26	2040	63	41
	13/26.5	2040	63	41
	13/27	M45	63	41
RR	17/28	2045	63	47

5) CAR DIMENSIONS and BODY DESIGN

- a) The wheelbase of the Supermodified shall not exceed 100 inches, measured from the center of the front axle to the center of the rear axle.



The maximum overall width of a Supermodified shall be 85 inches measured from the left, outer bead seat to the right, outer bead seat. This includes all portions of the car. No allowances. (see figure 1) No fan cars, boxing, tunneling, or ground effects are allowed. No body panel of any material shall be extended below or outside of the lower frame rails on all four sides of the Supermodified.

- a. **FRONT SECTION** – From the center of the front axle forward to the outermost portion of the front bumper.
- i) Length of front section shall not exceed 34 inches.
 - ii) Height 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.
 - iii) Width shall not exceed beyond the inside dimension of the tires.
 - iv) Body sheet metal shall be a single plane surface.
 - v) Air foils mounted alongside the body between the inside dimension of the tires shall be allowed provided they are fixed and non-adjustable while on the track. Air foils or wings must be a single plane surface and must be below upper loop of front bumper. Side panels of front wing may not extend past front edge of main body of wing to reduce possibility of cutting an opponent's tire. Top and bottom lip not to exceed 1".
 - vi) The front body panel or nose piece (including wing) must have a minimum of 1-1/2 inch clearance from the ground on all 3 sides.
 - vii) Front bumper is mandatory. It shall be made of steel with a minimum of O.D. of 1 inch. It shall extend beyond all sheet metal body work, shall be as wide as the frame rails but cannot extend beyond the inside dimension of the tires, shall be a double loop with at least one (1) vertical cross brace and shall adequately protect body work from cutting another competitor's tire. Front bumper can't come to a point. The top loop of the front bumper shall be no lower than 13 inches from the ground and the bottom loop shall be no higher than 10 inches from the ground. Jacking device on bumper shall be no longer than 2" and shall point straight down. Bumper must be mounted to frame at a minimum of three points on two separate planes.
- b. **REAR SECTION** – From the center of the rear axle to outermost portion of rear bumper.
- i) Length of rear section shall not exceed 44 inches (sheet metal cannot extend past 40 inches).
 - ii) Rear height shall not exceed 36 inches from the ground to the highest body panel. This includes auxiliary fuel cells, but excludes headrests. This rule with respect to auxiliary fuel cells shall be strictly enforced.
 - iii) Rear width shall not exceed 50 3/4 inches. The right side of the tail section must be within the inside edge of the RR tire.
 - iv) Rear body sheet metal does not have to be a one surface, single plane area. However, all horizontal sheet metal must be attached in a fixed, non-adjustable position (while on the track) to the side body panels in such a manner that it makes the rear tail section appear as an integrated unit. No free standing tail wings allowed. Side panels of rear tail sections at a minimum must extend from the top of the tail section down to the bottom frame rail and from the rear of the tail section forward to the rear tires. The bottom of the side panels must tie in to the bottom frame rail using supports such as struts or rods. All rear tail sections shall be subject to strict discretion and approval of the MSS Technical Inspector with respect to conformity and safety.
 - v) Rear bumper is mandatory and shall meet all of the same requirements as already detailed except that the top loop of the rear bumper shall be no lower than 21 inches from the ground and the bottom loop shall be no higher than 10 inches from the ground.

5) CAR DIMENSIONS and BODY DESIGN (Continued)

- c. **CENTER SECTION** – From center of front axle back to center of rear axle.
- i Hood height from back of engine (or front portion of roll cage) to center of front wheels, may not extend higher than 2 inches above engine valve covers. Hood may be no wider than the inside dimension of the tires. Aircraft quality (Lexan) windshield shall be used. Windshield shall be no wider or higher than the front of the roll cage bars.
 - ii Side body panel height shall not exceed shoulder level of the driver at the back of the roll cage. 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 tire at the center of the front wheels. No Plexiglas or other transparent material shall be allowed on the side panels.
 - iii Side body sheet metal shall be a single plan surface only and open at the bottom (i.e. no boxing or tunneling).
 - iv A nerf bar shall be mandatory on both sides of the car. (left side must not have more than 10' gap or left side nerf bar is mandatory) It shall be made of steel (hollow or solid – no loose fill) with a minimum of OD of 1 inch, shall extend to within 1 inch of the outer edge of the front and rear tires on the same side of the car in a length measurement and shall be at or near the center line height of the tires on the same side.
 - v No frame rails shall extend beyond the inside dimension of the tires.
 - vi Full body panels shall be in place at all times while on the racing surface. Any body removal can be made only after approval of the MSS Technical Inspector.
 - vii The intent of these body rules are to provide for the construction of safe, aerodynamic, and attractive Supermodifieds. Any car owner whose car does not fit this description shall be asked to make the necessary changes by the MSS Technical Inspector.
 - viii All supermodifieds shall be neat and professionally appearing with large and legible numbers of contrasting color displayed on the front nose, sides, and rear tail section. Minimum size numbers on the tail end of a Supermodified shall be 12 inches high and not obstructed from view by rear bumper. No gold or silver numbers on dark colored cars.
 - ix (Previous 6" Rule with 1" tolerance regarding Chassis Extensions between front and rear tires, along with Figure 2, have been removed effective with Rule Book Revision 2018-02-02)

5) CAR DIMENSIONS and BODY DESIGN (Continued)

- d. **UNDERBODY / BELLY PANS** – All cars shall be equipped with a belly pan. Following same rule as ISMA.
- i) 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.
 - ii) 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.
 - iii) 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.
 - iv) 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.
 - v) The maximum the underbody/belly pan may rise in the span from the outermost portion of the 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.
 - a. 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.
 - b. Example: 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.
 - vi) 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.
 - vii) 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.
 - viii) 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.
 - ix) 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.
 - x) 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.

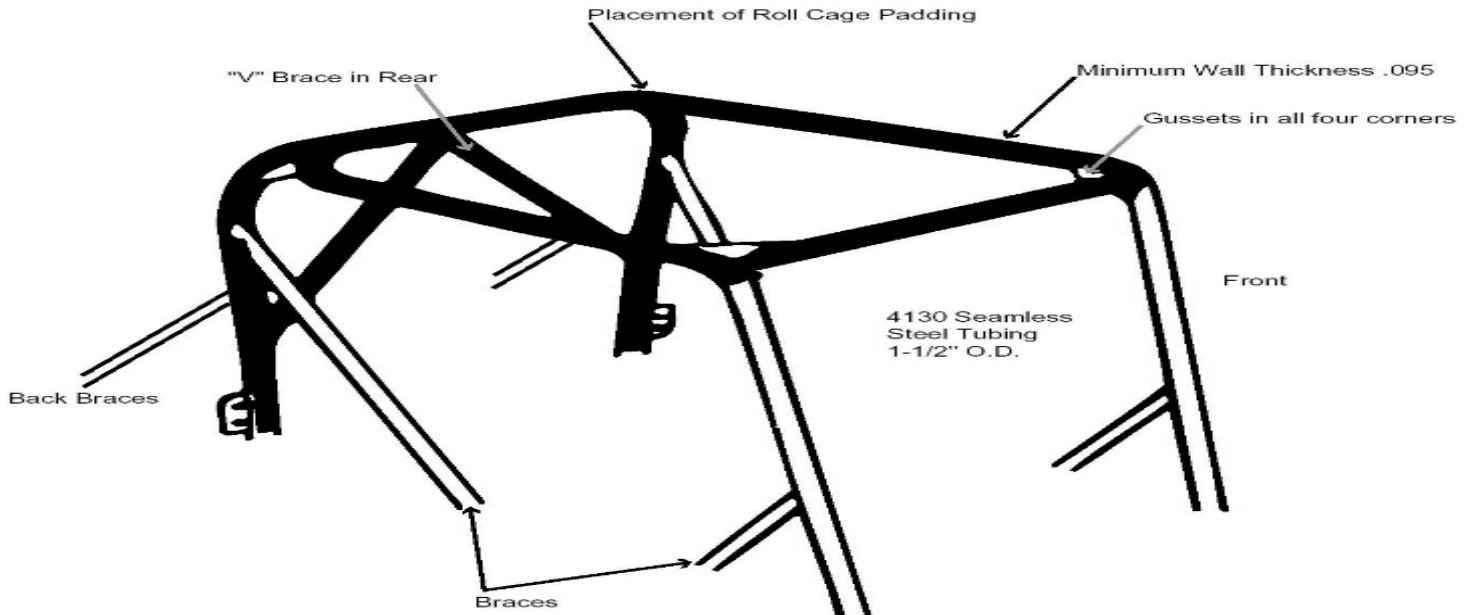
In simpler terms:

- ✓ Belly Pan flat under Driver.
- ✓ Straight edge extending out back of car from under driver compartment.
- ✓ You can only have a total rise of 3 inches. Same applies going forward.
- ✓ Maximum number of inches combination front and rear is 3 inches.
 - 1½" F – 1 ½" B
 - 1" F & 2" B
 - Etc.

6) ROLL CAGE SPECIFICATIONS

- a. Supermodified cars shall be equipped with a roll cage that cannot encroach upon an imaginary cylinder extending upward from the cockpit opening.

Figure 3

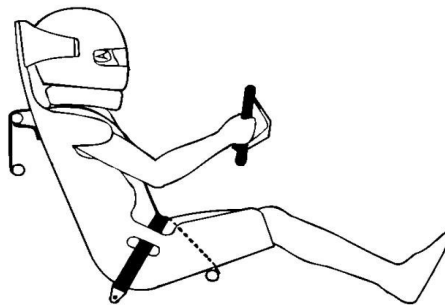


- The roll cage shall be incorporated as part of the frame construction and shall be adequately braced to secure it in an upright position. It is recommended that roll cage uprights extend to the bottom frame rail.
- The top of the driver's helmet shall be completely below the bottom of the horizontal roll cage bars after being wrapped with safety approved roll cage padding. A four (4) inch distance between the top of the driver's helmet and the bottom of the horizontal roll cage is highly recommended.
- The roll cage shall be gusseted in all 4 corners.
- A brace made of the same material as the roll cage shall be welded on both the left and right side rear roll cage verticals on the top frame rails behind the roll cage. The brace 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 degree angle.
- The roll cage shall be equipped with a V-shaped or X-shaped brace behind the driver's head.
- There shall be no sheet metal on the roll cage whatsoever.
- Safety approved and manufactured (i.e. BSCI, Simpson, Longacre, Moroso, Revco) roll cage padding shall be used around all of the horizontal and rear vertical roll cage bars, including the V or X type bracing behind the driver's head. No pipe insulation allowed. It shall be securely fastened using glue, tape, etc. and may be covered with an upholstery type material. (The blackened area in the roll cage drawing indicates where safety approved padding shall be placed) (see figure 3)

7) COCKPIT AND DRIVER SAFETY

- a) **RADIOS** - RADIOS ARE MANDATORY. ONE WAY RECEIVE FROM RACE DIRECTOR ONLY. ANY COMMUNICATIONS BETWEEN PIT CREW AND DRIVER WILL RESULT IN COMPLETE DISQUALIFICATION and LOSS OF POINTS FOR THE SEASON. RADIO MUST BE ON AND FUNCTIONING AT ALL TIMES WHEN CAR IS ON TRACK, INCLUDING WARM UP SESSIONS – NO EXCEPTIONS. MSS IS NOT RESPONSIBLE FOR PROVIDING DRIVERS WITH RADIOS. MAKE SURE YOU ARE PREPARED WITH SPARE EQUIPMENT INCLUDING BATTERIES.
- b) Radios mounted outside of the cockpit must be mounted in a radio mounting case. The use of tie wraps or tape to attach radio directly to the roll cage will not be permitted.
- c) Primary Driver's Radio Frequency will be 463.7625MHz. Secondary options (only to be used if there is local interference at the track with the primary frequency) will be 454.0000MHz or 464.4000MHz.
- d) **DRIVER'S SEAT** - The driver's seat shall be metal and provide support of both left and right shoulder to the legs. NO fiberglass or plastic seats.
- Driver's seat shall be padded.
 - Cockpit shall have left and right padded head supports.
 - Padded head rests are mandatory, shall be located directly behind the driver's head, and shall measure no wider than 10 inches.
- e) **HEAD AND NECK RESTRAINT** - A safety approved neck and head restraint is required. (HANS or Hybrid device). Any Head & Neck Restraint must have a SFI38.1 or FIA8858 rating. SFI instituted a recertification program for Hans devices, this program requires Hans devices to be recertified by manufacturer every 5 years. (Recertification of the HANS device can now be done by Simpson Performance Products). MSS also recommends KRG Racing Solutions.
- f) **DRIVER'S BELTS** - No belt dated older than 2 years for nylon (SFI Spec. 16.1) and 5 years for polyester (SFI Spec. 16.5) will be acceptable. BELTS MUST HAVE VALID MANUFACTURER'S DATE ON THEM – BELTS WITHOUT A VALID DATE WILL NOT BE APPROVED – NO EXCEPTIONS. Three inch driver seat belts, shoulder harness, and crotch (anti-submarine) belts are mandatory and shall be bolted, or fastened to the frame. Each belt shall fasten separately to a common quick release type unit. Belts shall be replaced every three years. Any belt showing wear or deterioration shall not be allowed. The complete belt assembly shall be worn at all times while the driver is on the racing surface. Separate shoulder strap fastening is highly recommended. Sternum belt also highly recommended. Use the following illustration and recommendations for installing belts. (see figure 4)

Figure 4



- g) **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. 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 lie across your lower abdomen and route smoothly all the way around the hips to provide as much distribution of weight as possible. The lap belt should not be routed over the top of the sides of the seat. 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.

7) COCKPIT AND DRIVER SAFETY (Continued)

- h) SHOULDER HARNESS - The shoulder harness shall be routed so they pass over the tip of the shoulder, and 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! 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 will result. The shoulder belts should be routed through the holes provided in the seat and across the cage tube to provide the best control of location of the belt. The SHOULDER HARNESS is the most abused belt in the harness system. Used improperly, these belts will hurt you in a crash. Research indicates that back injuries (i.e. broken backs, vertebrae damage from compression of the spine, tail bone breakage, etc.) shoulder, and some neck injuries are directly attributed to shoulder harness being used improperly or improper seat design and not necessarily from the force on impact itself. The main function of the shoulder harness is to hold your torso back into the seat.
- i) Fuel shut off valve and ignition shall be within reach of the driver when the driver is held in position by seat belts and harness. Fuel shut off should be marked clearly "off" and "on" and should be easily accessible to safety crew.
- j) Quick release part of steering wheel must be made of metal.
- k) All protrusions, brackets, and bracing in the cockpit area (including roll cage) must 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.
- l) An engine kill switch that does not require hands to be removed from the steering wheel is mandatory. The kill switch must be one of the following:
 - i) Momentary kill switch on the toe strap.
 - ii) Pressure type kill switch built into brake system.
- m) Secondary engine kill switches can be used in addition the mandatory kill switch required in section 7-k above per the owner or driver preference.
- n) No mirrors allowed.
- o) Cars shall be equipped with a safety toe strap fastened to the accelerator pedal which shall allow driver to close the throttle manually, if necessary.
- p) A throttle stop mounted at the accelerator pedal that prevents the manifold throttle linkage from going over-center is required.
- q) Built-in on board fire extinguishing system in the cockpit is mandatory. Release handle shall be located somewhere in the cockpit so that it is within reach of the driver and safety crew.
- r) The driver shall wear the following protective apparel:
 - i) Full face helmet with proper fastening and protective eye shield. The helmet must meet **Snell Foundation standard SA/2015 or SFI rating 31.1/2015 or newer.**
 - ii) Fire retardant uniform or "fire suit" properly fastened at neck, wrists, and ankles. Fire suit must be double layer at a minimum and must be made of Nomex, Kevlar, or Carbon-X. SFI 3.2A/5 required at a minimum for all new driver suits after 2005 season.
 - iii) Fire retardant socks, long sleeve underwear, gloves, shoes, and nomex hood.
 - iv) Safety arm restraints are mandatory.
- s) Any time a car is fired or driven – the driver in the cockpit must be utilizing all of the safety equipment listed above. Any violation of this rule will be subject to a fine of \$50. Repeat violations will result in the driver not being allowed to race.
- t) PIT AREA SAFETY – Each race team shall be equipped with a 5lb. or larger, fully charged, dry chemical fire extinguisher – OR – an open 5-gallon (at least) bucket of water filled and available in their pit at every race meet. The extinguisher OR bucket shall be in plain view and easily accessible and available in each pit.

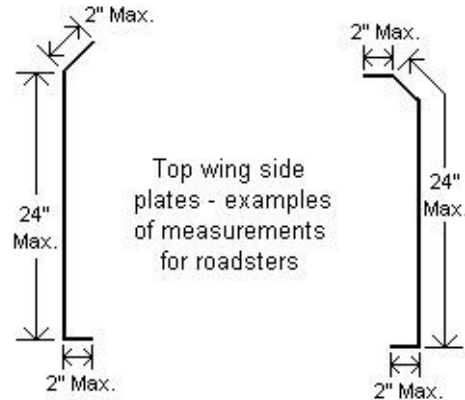
8) FUEL AND FUEL TANKS

- a) All Supermodifieds shall be equipped with an approved fuel bladder or cell. No hard rubber cells or plastic cells allowed. All bladders or cells shall be fully enclosed inside a metal container. This rule shall be strictly enforced.
- b) Methanol shall be the only type of fuel allowed. Lubricating additives shall be allowed but no power additives shall be allowed. Although not an all inclusive list, strictly prohibited are such materials as oxygen, nitrous oxide, nitromethane, and propylene oxide.
- c) All cars shall use aircraft type fuel caps that are flush mounted to the top of the fuel tank on both rear and side tanks.
- d) Screw on or flush mount caps only shall be allowed on oil sump tanks.
- e) Side fuel cells shall be metal or fiberglass enclosed with adequate nerf bar protection and shall be entirely below the top frame rail of the cockpit area.
- f) On cars with multiple fuel cells, one cell must be identified as the primary cell and all others are auxiliary cells. Fuel must flow only from the auxiliary cell(s) to the primary cell. No fuel may flow from any source back into the auxiliary cells.
- g) No more than 3 fuel cells are allowed.
- h) If a front fuel cell is used, it must be adequately protected from the steering box and front suspension components in the event of a frontal impact. The fuel cell must be completely within the main frame rails of the car. The front fuel cell must be located in front of the foot box.
- i) Any junction, surge, pickup, or auxiliary tank built into the fuel system measuring over one gallon in capacity must have a fuel bladder.
- j) There shall be a check valve or PCV valve located in the fuel vent system.
- k) There shall be a main shutoff on fuel line from bottom of rear tank. It shall be mounted on the right side of the car and clearly marked.

9) WING SPECIFICATIONS

- a) Any sheet metal panel which is not an integral part of the body is considered a wing.
- b) Free standing top wing shall not exceed 24 square feet. Wings shall be measured on the contour plus the lip. This is a top surface measurement including all planes. All other air foils have to be an integral part of the body
- c) The side plates shall not exceed 24 inches in height, and shall not extend more than 6 inches from either end of the wing. The side plate height measurement is a linear measurement along vertical section and any bends except last bend at top or bottom. The last bend at top and bottom of side plate used for stiffening is limited to 2" max. (see figure 5). The side plates shall be fastened in such a manner that the driver is able to enter and exit the car safely and quickly, and shall not impede the driver's vision.
- d) All components of the wing must be bolted or riveted together. The entire wing must move as a single unit. No parts of the wing may move independently of the main wing section.

Figure 5



- e) Maximum wickerbill height shall be 1".
- f) The wing shall not be mounted more than 24 inches above the roll cage or more than 72 inches from the ground. This shall be measured from the lowest point on the underside of the wing (not side plates) to the top of the roll cage. Roll cage extensions shall not be considered in this measurement.
- g) The wing mounted on the roll cage may extend to the outside dimensions of the tires.
- h) In construction of the wing steel and aluminum only may be used.
- i) 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. The wing shall be mounted using four anchor bolts, and safety chain, strap, or cable. The safety of the wing construction and mounting shall be approved by the technical inspector.
- j) The wing shall be professionally painted complementing the scheme of the car with at least 12" car number on the side panels and center of the roof of the wing.
- k) No cockpit controlled devices allowed to move the wing.

10) MSS POLICY REGARDING USE OR POSSESSION OF ILLEGAL DRUGS, SUBSTANCES or ALCOHOL

- a) **ILLEGAL DRUG DEFINITION:** Illegal drugs are those substances defined and prohibited by state and/or federal law.
- b) **GENERAL PROHIBITION:** Possession or use of illegal drugs and drug substances as defined above, is prohibited in any form, by any participant at MSS events, either on the speedway grounds, or in any area considered to be used in the operation of MSS events, such as parking lots or any other properties.
- c) **PARTICIPANT, DEFINITION:** A participant is any person taking part in any MSS 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 MSS auto racing events, with full understanding that he or she shall abide by the rules and regulations established and published and/or announced by MSS. All participants are considered to be responsible for their personal conduct.
- d) **VIOLATIONS & PENALTIES:** Any person found to be in possession of or under the influence of an illegal drug or drug substance at an MSS 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 MSS officials:
 - i 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 MSS sanctioned races until such time as charges are fully adjudicated through the legal process.
 - ii Any participant convicted of a formal drug charge by such process of law shall be prohibited from taking part in any MSS sanctioned race for a period to be determined by the Competition Committee, from date of conviction.
- e) Regarding the use of alcohol in the pits:
 - This applies to all Owners, Drivers, Crew Members, and any Fans associated with race teams.**
 - i Basically car owners and/or crew chiefs are responsible for everyone associated with their race team.
 - ii No Drinking in the Pits is applicable up until MSS has taken the feature checker flag for the night.
 - iii Any individual(s) caught drinking prior to MSS completing racing event, will immediately be escorted off the premises and no refund will be given for your admission into speedway.
 - iv A fine will be issued to car owner.
 - v MSS Officials will be enforcing this rule.
- f) **APPEAL AND HEARING:** Any participant suspended for violation of these rules shall be granted a hearing by the MSS officials, 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.
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 MSS officials.

11) PROTEST & VIOLATION OF CAR SPECIFICATIONS

- a) Only a registered car owner with his car in attendance may file a protest.
- b) A car owner may protest only one car per race meet.
- c) The protest shall be filed in writing on a MSS Protest form.
- d) Protests must be filed before preliminary events begin, with the exception of tire rule violations.
- e) The protest shall explicitly state the car being protested and the particular specification that is being violated.
- f) The car owner protesting shall sign the protest form and post a fee for each violation as follows:
 - i) \$50 - Minor violations requiring visual inspection only
 - ii) \$100 - Violations requiring measuring or testing equipment
 - iii) \$250 - Engine rule
- g) If the car under protest is in violation of the cited car specification, the protest fee shall be returned to the car owner filing the protest.
- h) MSS officials reserve the right to allow sufficient time for changes to be made.
 - i) If the car under protest is not in violation of the cited car specification, the protest fee shall be forfeited.
 - j) After inspection, if there is a violation, the car owner of the car being protested shall receive a report from specifying the MSS Technical Inspector's findings.
 - k) 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.
 - l) On subsequent race meets, the MSS 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 monetary fine of \$50 for the first offense. Future offenses for the same violation will result in disqualification.
- m) Safety violations do not fall into the above category. If MSS officials find safety violations, the car may not be allowed to compete until said violations are brought into conformity.

12) TIRE PROCEDURE

(The reading order of the Tire Procedure is intended to follow the flow of a regular race event)

- a) From one race event date to the next, no tire rule shall exist (meaning: no tire rule requiring use of a "previously stenciled tire" for that night's tires shall exist, except when a replacement tire is needed - see rules below).
- b) **At time trials:** All 4 tires on each car shall be marked or labeled by MSS officials in a manner or fashion they deem appropriate (stencil, stamping, painting, branding, recorded Hoosier barcode, etc.) Each event's mark or label may be different in appearance and shall remain on the tire at all times. **No practice tires will be stenciled**
- c) You must run the same 4 tires for time trials, heat, and feature.
- d) **After qualifying time trials,** no tire may be changed **without penalty** unless it is determined to be damaged or unsafe to race on by an MSS Official.
 - i. If a tire is changed prior to the **heat or feature (due to damage),** it shall be replaced only with a tire that has been previously stenciled, marked, labeled, or has a previously recorded Hoosier barcode, **and the car will retain its original starting position in the next race.** For the first event only, a used but unlabeled tire may be used.
 - ii. If a new, unmarked, or unlabeled tire is used, the car shall **start at the tail of the next race (on lead lap).**
 - iii. A tire stenciled, marked, or labeled by ISMA or Oswego Speedway **WILL BE PERMITTED** as a previously stenciled tire.
 - iv. **If a tire is changed prior to the heat or feature (at the discretion of the team, not due to damage), the car shall start at the tail of the next race on the lead lap**
- e) After the initial green flag of the feature, a car may change a tire for any reason. **The replacement tire must comply with rules (12-d-i & 12-d-iii) above,** and upon re-entering the race, that car must go to the rear of the field.
 - i. **A new tire is not permitted to be used after the initial green flag of the feature under any circumstance.**
 - ii. If a new, unmarked, or unlabeled tire is used for replacement and is subsequently discovered in post-race technical inspection, the car shall be disqualified and receive last place points and prize money.
- f) Any car found with an unmarked or unlabeled tire, illegal compound, transferred or reproduced markings, or labels or markings or labels not placed on tires by MSS officials shall be disqualified and the owner and driver shall lose all points earned for that event and the owner shall NOT receive any prize money for that event.

13) RACING AND SCORING PROCEDURES

- a) Cars shall fuel for the number of laps stated at the driver's meeting at each race (typically 120 laps). All laps (race and caution) will be counted by MSS officials once the first car is pushed off and are not subject to protest. Cars may be allowed to refuel during any red flag condition at the discretion of the race director. Additionally, if the total laps run (race and caution) approach the total laps fueled for, the race director may issue a "refuel" red flag during which cars may be refueled. No other repairs shall be allowed without returning to the pits. 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. **Exceptions to the "Fuel for 120 Total Laps" rule are:**
- Oswego Speedway (50 lap features) = Fuel for 110
 - Sandusky Speedway Hy-Miler (100 lap feature) = Fuel for 150
 - Evans Mills Raceway (100 lap feature) = Fuel for 150
 - Lucas Oil (IRP) (40 lap feature) = Fuel for 90, per Nov. 9, 2019 Owners Meeting
- b) 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 will give one lap to scuff tires before the white flag on restarts.
- c) 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 white flag has not been displayed
- d) 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 may not be allowed to return, at the discretion of MSS officials.
- e) Any car which delays the start of the race during the pace laps by slowing or stopping on the track shall be motioned into the pits, but shall be allowed to return to the rear of the field provided the white flag has not been displayed.
- f) At the beginning of a race, the front row shall receive TWO (2) attempts at a clean start. If a clean start has not been achieved after the second attempt, the front row must go tail.
- g) Any car which takes the initial green flag in any event is considered to have started the race and shall be paid accordingly. Prior to the initial white flag of the feature, if the field is not complete for any reason, non-qualified B-Main or bubble cars shall fill out the remainder of the field at the tail. If there are no bubble cars, a qualified car may enter the race at any later time (even if missing the initial green flag) and shall be scored for the number of laps down while in the pits.
- h) Any car not able to resume racing after a race is slowed or halted, shall be scored by the number of laps it completed.
- i) In the event that a yellow is called, scoring goes back to the last completed lap. Whether or not a lap is counted shall be determined between the race director and the scorers. In the event that two drivers are not in agreement about their position after a yellow has been called, instruction shall come from the race director via one-way radio communication. The scorers will work diligently to ensure that the yellow flag running order is correct.
- j) Any car that, in the judgment of MSS officials, deliberately stops on the racing surface or deliberately spins to cause a yellow caution period and then attempts to rejoin the race may be subject to a loss of laps.
- k) If a race is slowed or halted because of adverse track conditions, no cars shall be penalized.
- l) 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.
- i. No crew member is allowed on the track surface until approved by MSS Officials. If any crew member enters the track surface without MSS approval, the car owner of that crew member shall be fined \$100.00.
 - ii. 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 result in a one lap penalty. No refueling of cars while stopped on the track unless specified by officials.
 - iii. The pits shall remain closed under all red flags. If a car enters the pits and the red flag comes out, MSS officials will ask that work be stopped on that car. Any work done on a red flag situation, will result in a one lap penalty.
 - iv. 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. 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.
- m) All repairs, made at any time shall be done in the pit or infield area. No repairs shall be made while on the racing surface, pit entrance or exits.
- n) Any car may go to the pits during a green or yellow flag situation. 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. 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 reenters the race in the middle of the pack on the green flag lap, it shall be scored as "down one lap". 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.
- o) There shall be no penalty for pits stops under yellow for chassis or wing adjustments or any other non cost factors, but you will be required to go to the rear of the field.

- p) Any car that is extremely slow, erratic or unable to maintain a consistent groove shall be black flagged off the track.
- q) 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 the next time by the starter. Slow down, stay in line and receive further instructions from the Race Director.
- r) 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. But, a car that is initially involved in an accident and continues through the accident scene under its own power could, at the discretion of MSS officials, return to its position just prior to the accident.
- i. If the incident occurs on the first lap, the race shall be reset as a complete restart **except for cars involved in the caution, which shall be sent to the rear in the order they were originally scheduled to start the race.** Any car visiting the pits shall forfeit their starting spot and rejoin the field at the tail upon coming out of the pits.
 - ii. 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 last lap the car 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.
 - iii. If there is a restart then another yellow with no additional laps complete, any car restarted will be scored ahead of any car that did not restart from the first caution.
 - iv. 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 MSS officials.
 - v. **Any car that stops or spins to avoid an already occurring accident will be permitted their spot back. All decisions will be made by the race director after conferring with other MSS and track officials and are not subject to protest.**
 - vi. 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.
- s) **Double File Restart Procedure – Used for Heats & Feature (except the last 10 laps in the feature)**
- i. Race Leader has choice of inside or outside position and is the control car for the restart
 - ii. The 2nd place car must take the opposite position as the leader
 - iii. The 3rd place car must line up inside the second row, 4th outside the second row, etc... All lead lap cars must follow this order consecutively.
 - iv. All lapped cars must line up in their respective order behind the last car on the lead lap
 - The highest running lapped car will be awarded a “Pass” (i.e. “Lucky Dog”) of +1 lap
 - Only one “Pass” (i.e. “Lucky Dog”) awarded per incident (meaning, per completed lap). If the yellow comes back out again before a lap has been completed, there will be no additional “Pass” on that lap.
 - v. Cars that have pitted or are issued a lap penalty by MSS Officials must line up at the rear of the field (behind lapped cars) for the restart
 - vi. All cars must maintain their respective track position and stay in their lane, nose to tail, until they have received the “Green” voice command by the race director.
 - vii. Double File Restarts will begin in the same spot as the initial start of the race, coming out of Turn 4.
 - viii. Only ONE double-file restart attempt will be made per incident. If the caution flag is re-introduced for any reason before the next lap has been completed, the subsequent restarts on that lap will be Single File Restarts.
- t) **Single File Restart Procedure – Used after one attempt at a Double-File Restart has failed or with 10 laps remaining in the feature**
- i. All lead lap cars shall remain in their respective positions except those involved in the incident or those pitting.
 - ii. All lapped cars must line up in their respective order behind the last car on the lead lap
 - If within 10 laps to go, the highest running lapped car will be awarded a “Pass” (i.e. Lucky Dog) of +1 lap
 - Only one “Pass” (i.e. “Lucky Dog”) awarded per incident (meaning, per completed lap). If the yellow comes back out again before a lap has been completed, there will be no additional “Pass” on that lap.
 - iii. Cars that have pitted or are issued a lap penalty by MSS Officials must line up at the rear of the field (behind lapped cars) for the restart.
 - iv. All cars must maintain their respective track position, single file, nose to tail, until they have received the “Green” voice command by the race director.
 - v. Single File Restarts are paced by the leader and Green will be called in Turn 3
- u) The penalty for jumping a restart is going back TWO (2) spots. If a jump start is called, caution will be called before a lap has been completed, the penalty will be assessed, and racing will resume.
- v) Courtesy laps may be given **in the feature only** at the generous discretion of the Race Director, and may be used to repair damage that occurred on the race track or to make adjustments. **Courtesy laps will not be given for a competitor to refuel.** Courtesy laps will only be given once to any given car for all damage that occurs during one incident. Typically, THREE (3) courtesy laps are permitted. This is limited to TWO (2) laps at larger tracks (such as IRP). Cars wishing to pit shall do so in a timely, conscientious manor so as to not delay the restart of the race (we will **NOT** wait for subsequent cars pitting in series, several laps after the yellow comes out).

- w) The winner of the race shall be defined as the entry that goes the set distance in the least amount of time. This goes without saying that the race winner must pass the post-race tech inspection.
- x) All races shall be run until the advertised distance is covered by the lead car. 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.
- y) Any challenges or objections to the final race finishing order, as established by the scorers, shall be made within TEN (10) MINUTES after pit steward has received the final finish. Challenges or objections shall be presented to any MSS official, who in turn should pass the challenge to the race director and head scorer. Ten minutes after the pit steward has the race finish, the finish shall be made official provided that there are no pending challenges or objections.
- z) During the protest period, any 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.
- aa) 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 MSS officials.
- bb) 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 subject to suspension at the discretion of MSS officials. The MSS officials will make a decision prior to the next race. aa) To pursue a verbal or physical confrontation and/or engage in fighting will result in a \$200.00 fine per occurrence. That fine will be deducted from that team's racing pay out for that event.
- cc) THE CAR OWNER IS RESPONSIBLE FOR ANY CREW, DRIVER, OR VISITOR ASSOCIATED WITH HIS/HER TEAM. THEREFORE, HE/SHE IS ACCOUNTABLE FOR ANY FINES INCURRED.
- dd) Rainout and (or) postponement procedures shall be mutually agreed upon by the MSS officials and the track promoter at the time such rainout and (or) postponement occurs.
- ee) All series, race, and contingency sponsor decals must be placed on the car at the positions determined by MSS.
- ff) 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 reinspected by the MSS inspector before it can be scheduled in another race.
- gg) 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 to MSS officials 24 hours prior to the next scheduled race in which the driver wishes to participate. Also, the driver shall demonstrate to officials the ability to enter and exit the car quickly and safely before being able to compete.
- hh) If a driver is rendered unconscious from an accident on the track, the driver, upon regaining consciousness, shall be unable to compete for the duration of the evening.
- ii) Drivers shall be physically and mentally healthy in order to compete on any given race meet. MSS 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. MSS officials reserve the right to disqualify any competitor deemed "unfit to race" by track medical personnel.
- jj) The post race inspection results as determined by the MSS Technical Inspector are considered final and not subject to protest. No disassembly, re-assembly, and re-measurement of any post race specifications is allowed unless requested by the MSS Technical Inspector Violation of post race inspection specifications or refusal to comply with any post race inspection procedures will result in disqualification.

14.) Line-Ups & Handicapping Procedures

a) General Provisions

- i. All Heats and B-Main(s) (if applicable) shall be TEN (10) laps in length, unless otherwise specified by MSS Officials at the drivers meeting.
- ii. Total number of cars starting the feature event will be specified by MSS Officials at the drivers meeting.
- iii. The car number for any given entry must be established before that entry qualifies. Once an entry qualifies, that entry must run the indicated car number for the entire race event.
- iv. A driver substitution may be made at any time before or during the race event, but the car and car number must remain the same. The substitute driver's car will forfeit any previous qualifying time and handicapping and will start tail in the next event that day (Heat, B-Main, OR Feature).
- v. A car substitution may be made at any time for any car number as long as no car with that car number has qualified. If the owner of the car being replaced is not the owner of the replacement car, no driver change is allowed. The regular driver for that car number must drive the replacement car.
- vi. Transponders must be positioned on rear of car.

b) Qualifying (Time Trial) Rules

- i. All MSS sanctioned races shall use time trials to set the qualifying for the event.
- ii. Each entry will get a push off lap (from the pits to the flag stand), one warm up lap, one timed green flag lap, one timed white flag lap, and one cool down lap after the checkered. This will provide two qualifying times per entry.
- iii. Each entry will be credited with the lesser (faster) of the two times.
- iv. In the event of a tie in qualifying times the greater (slower) lap shall be compared to break the tie.
- v. In the event that we cannot time trial at a racetrack (due to weather or time constraints), combined practice times will be used in lieu of time trials (each entry will be credited with its fastest time from practice). In this circumstance, no points or bonus money will be awarded for times trials. Regular procedures will be followed to generate a random inversion number for heats or feature. If no practice times are available, pill draw will set the heat line up, and the feature inversion cars will redraw for the feature starting line up.

c) General Inversion (Handicapping) Rules

- i. Heat and feature inversions will use original qualifying time trials as criteria to set the line up.
- ii. To be eligible for an inversion position (heat or feature), an entry must be qualified WITHIN ONE SECOND OF THE FOURTH FASTEST CAR QUALIFIED. Should an inversion candidate not be within one second of the fourth fastest car qualified, that entry shall start at the tail of the inversion.
- iii. To be eligible for the feature inversion, an entry must have completed every lap its heat race.
- iv. Entries not taking the checkered flag of their heat race will be required to start at the tail of the Feature or B-Main, as applicable.
- v. Any entry making the feature inversion who does not wish to start in their assigned starting position will be allowed to choose between going to the tail of the feature line-up – OR – choose to start at the “tail of the inversion.” (This most frequently occurs when a participant does not wish to start in the front of a feature). If electing either option above, the driver or car owner should inform MSS officials within a reasonable timeframe to allow for rewriting and redistribution of the line-up.
- vi. Entries considered extremely slow, erratic, ill handling or having new, inexperienced drivers may be requested by MSS officials to relinquish their earned starting spot in the heats or feature and start in the rear of the field. MSS officials may also request the car to come off the track after completing one green flag lap.

d) Heat & B-Main Race Line Up Procedure:

- i. For the purposes of Line Up Procedure, “Car Count” is defined as “number of cars active after time trials.”
- ii. The number of heat races, heat race inversion, and number of cars that transfer from the heat to the feature is unique based on car count, as defined in the following table:

Car Count	# of Heats	Heat Inversion (Based on Time Trials)	# Qualify from Heat	Feature Inversion (Transferred from Heat Finish)
17 or Fewer	2	12	ALL	12
18~24	3	12	ALL (based on purse agreement with track)	12
25~30	3	12	18 (only if B-Main is necessary)	12
31 or Greater	4	16	20 (assumes B-Main is necessary)	12

- iii. For Heat Races: Entries not making the heat race inversion shall start behind the inversion cars based on their qualifying time, evenly staggered between each of the heats.

- v. For the Feature: Rules 14-c-ii, 14-c-iii and 14-c-iv still apply to the feature line up. You must complete the heat race on the lead lap in a qualifying finishing position in order to be in the feature inversion. If you do not complete the heat race on the lead lap, you will be placed to the rear of the feature line up, behind all other cars that have completed their heat race on the lead lap.
 - i. Cars qualifying for the feature inversion (based on finish in the heat race) will use their original qualifying time from time trials to set the feature inversion.
 - ii. Cars not making the feature inversion shall start behind the inversion cars based on the finishing positions of the heat races, but in order of priority by:
 - 1. Cars finishing their heat on the lead lap
 - 2. Cars finishing their heat but not on the lead lap
 - 3. Cars not finishing their heat (followed by cars not attempting to start a heat)
- vi. If a B-Main is necessary: The line up will be based on the finishing positions of the heat races, also in the same priority (1-2-3) as listed in rule directly above. The number of cars to qualify out of the B-Main will be established in the drivers meeting. Cars transferring to the feature will start at the rear of the feature line up, in the order in which they finished the B-Main.

e) Feature Line Up Procedure:

- i. Feature Starting Line-Up will be determined using the pill-draw format shown below.
- ii. The top 12 cars from the Heat Races (that is, the top 6 from 2 heats, the top 4 from 3 heats, or the top 3 from 4 heats) will comprise the top 12 cars in the starting line-up.
- iii. The top 12 cars out of the Heat Races will conduct a pill draw for starting line up position.

15) Points

- a. Points shall be awarded in the following fashion (See Table Below)
- b. In the event of a tie in points, the following procedure shall break the tie:
 - i. Number of feature wins for the season
 - ii. If a tie still exists, number of heat wins for the season
 - iii. If a tie still exists, average qualifying position for the season
- c. Points shall be awarded solely to the registered car number associated with each car owner's 1099 tax form.
- d. Qualifying points will be doubled for races where there are no scheduled Heat Races (traditionally Star Classic but also Lorain Super Crown Saturday)

Finish	Qualifying	Heats	Feature	Show Up
1	25	20	200	50 for all entries (50 Show Up Points are already included in the Feature Points column)
2	24	15	188	
3	23	12	181	
4	22	10	174	
5	21	9	167	
6	20	8	162	
7	19	7	157	
8	18	6	152	
9	17	5	147	
10	16	4 (all other spots)	142	
11	15		139	
12	14		136	
13	13		133	
14	12		130	
15	11		127	
16	10		124	
17	9		121	
18	8		118	
19	7		115	
20	6		112	
21	5		109	
22	4		106	
23	3		103	
24	2	100		
25~xx	1 ... 1		100 ... 100	
ADDITIONAL POINTS				
Leading a Feature Lap			5	
Leading the Most Feature Laps			5	
There are no points for a consolation (B-Main) race				

Appendix A: Unique Procedures for Lorain Super Crown Nationals

- a. You must run the same set of 4 tires for time trials and the first feature on Saturday. For Saturday Race #2 (the second "Twin 40"), you are permitted to run any tires stenciled from Friday night or Saturday night (mix-and match) with no penalty.
 - i. **There is no allowance for a new tire to be used in the second Twin-40 race on Saturday.**
 - ii. Anyone wishing to change a tire after Saturday's first race (due to damaged) to a stencil that is **not** from Friday or Saturday night may use a previously stenciled tire. **A new tire is strictly forbidden in the second race**
- b. Feature races will "Fuel For" 120 total laps (against MSS Rule 13.v)
 - i. Friday will "Fuel For" **40 Green + 80 Yellow** = 120 total
 - ii. Saturday will "Fuel For" 40 Green + 80 Yellow = 120 total (for both "Twin" race on Saturday)
- c. All procedures for Friday's race will follow the MSS Rulebook, Chapters 12, 13 & 14 (in its entirety) for all Tire Rules, Scoring, Handicapping, Line Up Procedure, etc. Friday will be run as a stand-alone "traditional/typical" event regarding procedures (typical time trials, heats, feature).
- d. Saturday's Race will qualify by time trials but will not utilize heat races. As such, there will be double points awarded for time trials on Saturday. Saturday Race #1 will be a Pill Draw as described in the rulebook (Chapter 14) utilizing the Top 12 Time Trial times (in lieu of heat finish).
- e. Line up procedure for Saturday Race #2 will be an inversion of the Saturday Race #1 finish.
 - i. The winner of Race #1 will throw a standard 6-sided game die.
 - ii. Race #2 inversion will be the number rolled PLUS SIX (6).
 - iii. If fewer than 12 cars finish Race #1, the higher numbers will be an inversion of the total number of cars that finished – for example:
 - If 10 cars finish Race #1, the inversion chances would be 7-8-9-10-10-10 (for die roll 1-2-3-4-5-6)
 - iv. To be eligible for the Race #2 inversion, you must have finished Race #1 by taking the checkered flag either on the LEAD LAP or no more than ONE Lap down.
 - v. Any car in the Race #2 inversion still must be within 1-second of 4th quick in Saturday's time trials to be in the Race #2 inversion (per rule 14.c.ii). Anyone in the inversion pool that is not within 1-second of 4th quick will be moved to the rear of the inversion, but ahead of cars not included in the inversion.
 - vi. The remainder of the lineup for Race #2 will be straight up based on the finish of Race #1