



# 2024 ISMA/MSS Rulebook

The objective of this rulebook was to make it easier to reference similarities and differences when wanting to compete in ISMA/MSS and/or Oswego events.

*Yellow highlighting indicates a change for your ease in quickly referencing. These changes are being made for a number of reasons, but a few include; allowing cars to be legal for competition, clarification of a rule, safety and/or improvements in technology that now make them more affordable and/or owner voting.*

We would like to thank the following individuals for their time getting us to a Rule Book that should be simpler for teams to be able to race a top wing OR tail wing Supermodified.

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## SECTION ONE: Supermodified Common Parameters:

The rules in this section identify common characteristics that apply to all ISMA (International Supermodified Association), MSS (Midwest Supermodified Series and Oswego Supermodified cars. The intended purpose of this section is to provide opportunity for Supermodified Owners to identify the limited number of changes that are necessary to allow the same race car to participate in races sanctioned by these groups.

Websites for the aforementioned Supermodified series are:  
ISMASupers.com (See MSS History tab for MSS Rule Book)  
OswegoSpeedway.com

### 1.1 Supermodified Car Specifications and Requirements

1. The minimum weight of a Supermodified race car at the conclusion of any portion of a race event (time trial, heat, feature, etc.), including the driver with all racing gear shall be;
  - a. ISMA/MSS Supermodified with top wing shall be 2050 lbs.
  - b. Oswego Supermodified with tail wing shall be 1975 lbs.
2. Any ballast weight must be securely fastened to the main frame rails. Lead shot is not permitted.
  - a. No fuel, water, oil or weight of any kind can be added to the driver or the car before the car is weighted after a competitive event.
3. The maximum left side weight percentage shall be 68% with a +0.00% tolerance. (Change: ISMA/MSS was 67.99% and Oswego's is 68%).
4. The wheelbase, measured (in a straight line) from the center of the front axle or ball joint centerline to the center of the rear axle, shall not be less than 90 inches or more than 100 inches. Neither side of the car may be outside of these specifications.
5. 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 rightside rim excluding the bead lip.
6. The car shall have four (4) wheels located in the standard positions; left front, right front, left rear and right rear.
7. Independent front suspension is permitted. Independent rear suspension is not allowed.
8. The Supermodified race car shall have two-wheel, live axle, rear wheel drive. No four-wheel drive or front wheel drive is allowed.
9. The race car will have front wheel steering only. No four-wheel steering or active rear wheel steering is allowed. No articulating chassis is allowed.
10. There shall be only one engine in an ISMA/MSS Supermodified. It shall be an American made, cast iron, Chevrolet V-8 big block (including truck blocks) with two (2) valves per cylinder and one (1) 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.
11. 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. Reverse rotations engines are not allowed.

## SECTION ONE: Supermodified Common Parameters (Continued)

### 1.1 Supermodified Car Specifications and Requirements (Continued)

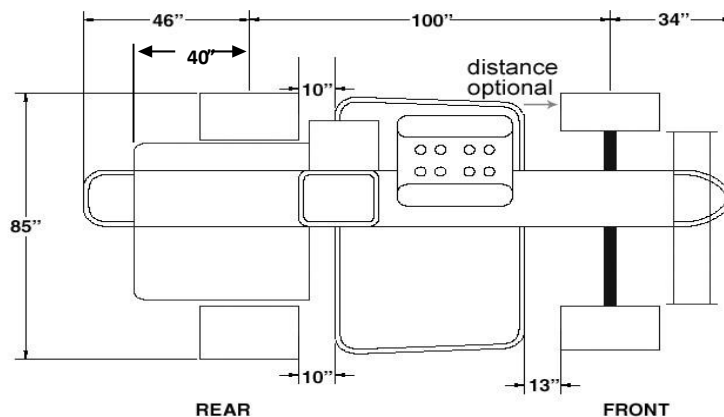
12. The entire engine shall be located in front of the cockpit, within the front 2/3 of the wheel base. Engine offset is allowed however the driver's torso (Torso is the human body excluding the head and limbs) must be located behind the engine and forward of the rear axle.
13. All exhaust pipes must run into a common collector for each side. Headers may be made of either steel or stainless steel.
14. All cars shall run a fully functional, unaltered readily purchasable muffler connected directly to the ends of the collectors. Mufflers of 8" to 12" are acceptable. Further details are outlines within rulebook.
15. All components, including headers, engine, oil tank, and radiator may not extend beyond the outside edge of the tires.
16. The use of electronic logic processors to control any function of the race car are prohibited.
17. Active suspension, articulating body panels and articulating chassis are not legal in the Supermodified division.
18. Carbon fiber components are not allowed. OR Carbon Fiber is allowed for safety in cockpit and includes; Helmet, Head Rest, and Hans. Owner Vote.
19. Modifieds, limited's and/or sprint cars identified as such are NOT ALLOWED TO COMPETE in the Supermodified division.
- 20.

### 1.2 General Guidelines

Competitors are responsible for reading and understanding this 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 Sponsoring Organizations (ISMA/MSS or Oswego) race director and technical inspector before the close of the race event.

Sponsoring organization reserves the right to inspect any car, at any time, for any reason before, during and after a race event.

### GENERAL SUPERMODIFIED DIMENSIONS

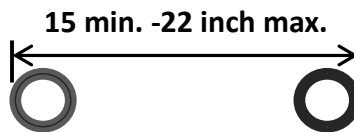


## SECTION ONE: Supermodified Common Parameters (Continued)

### 1.3 Frame and Roll Cage Construction:

#### 1. Main Frame Requirements

- A. The Supermodified frame shall be made of round SAE 4130 Chromium-molybdenum (chrome-moly) grade N seamless steel tubing.
- B. The mainframe shall be constructed of round tubing with a minimum O.D. and wall thickness of 1 ½ Inch x 0.095 inch respectively. The mainframe includes upper and lower frame rails, the roll cage and all main uprights. This includes cross members and uprights in the cockpit area. **1 ½ square steel tubing of 0.095 wall thickness may be substituted in the mainframe rails only.**
- C. The cockpit shall be located within the wheel base.
- D. 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. See below.
- E. 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. 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.



**Note: An exception will be granted to race cars built under previous rules that allowed a maximum width of 27 inches. For these cars there shall be no sheet metal extending beyond the outside of the lower frame rails.**

**Note: Rule change to allow cars to be legal for competition and/or clarification of rule.**

#### 2. Roll Cage Requirements

- A. 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.
- B. 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.
- C. The roll cage shall be gusseted in all four (4) corners.
- D. The roll cage shall be equipped with a V-type or X-type brace behind the driver's head.
- E. 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 degrees angle from the vertical.

## SECTION ONE: Supermodified Common Parameters (Continued)

### 1.3 Frame and Roll Cage Construction (Continued):

#### 2. Roll Cage Requirements (Continued)

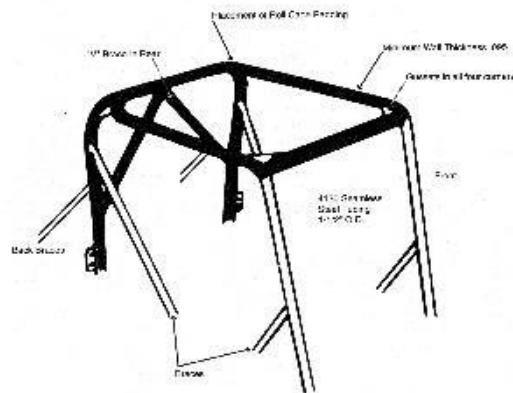
- F. No sharp edges shall be left anywhere on the roll cage.
- G. There shall be no sheet metal on the roll cage.
- H. The roll cage cannot encroach upon an imaginary cylinder extending upward from the cockpit opening.

#### 3. Roll Cage Helmet Clearance Requirements

- A. The roll cage must be of a height that the top of driver's helmet, while strapped in race position, is 2.5" below the top of the unpadded roll cage. A four (4) inch distance between the driver's helmet and the bottom of the roll cage recommended.
- B. A race car will not be allowed to enter the racing surface if any part of the driver's helmet is above the bottom of the upper horizontal 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.

Note: Adopting Oswego Rule.

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 driver's 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.



### 1.4 Chassis Component Requirements

#### 1. FRONT Suspension

- A. Supermodified race cars may use either a solid front axle suspension or an independent front suspension.
- B. Solid front axle cars must have the front axle made of steel.
- C. Independent front suspension cars may use round or streamline tubing on the front A-arms and/or pushrods.
- D. Front suspension components must be tethered to the mainframe.

## SECTION ONE: Supermodified Common Parameters (Continued)

### 1.4 Chassis Component Requirements (Continued)

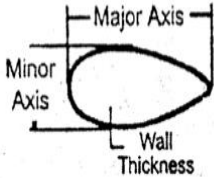
#### 2. Aero/Streamline Tubing

Streamline tubing is permitted, but can't be used for diagonals or cross-members in the main structure (center section). Below is a chart that will help enable you to choose the correct streamline tube size. The wall thickness in this case is only an example, but the comparison would be the same if the wall thickness you choose is thicker.

It is recommended that you err on the side of caution when considering the use of streamline tubing as bending strength about the major and minor axis are considerably different. The minor axis having considerable lower bending (buckling) strength than the major axis. This means you should only consider using this if you fully understand your suspension loads and consult with someone who has used it.

Note: Adopting Oswego Rule with caution. Owner Vote.

Major Axis	Minor Axis	Wall	Equivalent Round Tubing		Wt./ Ft.
			Tension	Compr.	
1.012	.428	.035	3/4"	1/2"	.2687
1.180	.500	.035	7/8"	7/16"	.3140
1.349	.571	.049	1"	5/8"	.4977
1.685	.714	.049	1-1/4"	3/4"	.6285
2.023	.857	.049	1-1/2"	1"	.7593
2.360	1.000	.049	1-3/4"	1-1/8"	.8902
2.697	1.143	.049	2"	1-1/4"	1.021
3.372	1.429	.049	2-1/2"	1-1/2"	1.283



The diagram shows a cross-section of a streamline tube, which is an airfoil shape. It is labeled with 'Major Axis' (the horizontal width), 'Minor Axis' (the vertical height), and 'Wall Thickness' (the thickness of the material).

#### 3. Suspension Tethers

Commercially available front axle poly tethers, designed for racing application, are required on all Supermodified 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.

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.

#### 4. Rear Axle

- A. The rear axle shall be steel or aluminum.
- B. The axle may not be modified to lighten.



## SECTION ONE: Supermodified Common Parameters (Continued)

### 1.4 Chassis Component Requirements (Continued)

#### 5. Wheels, Hubs and Spindles

- A. All wheels shall be made of steel or aluminum.
- B. Minimum thickness for aluminum wheels shall be 0.120 (3mm) with a ½” center section.
- C. Minimum thickness for steel wheels shall be .093 with a ¼’ center section that is at least 7” in diameter.
- D. No carbon fiber wheels, magnesium centers, or bead locking devices are allowed.
- E. No clip-on wheel weights allowed. The wheel weight shall be fastened inside the outer edge of the wheel and fully taped.
- F. 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.

#### 6. Brakes

- A. The race car must have four (4) wheel hydraulic brakes.
- B. Dual master cylinders are mandatory.
- C. No aluminum, carbon, carbon fiber or carbon-carbon brake rotors are allowed.
  - a. Note: Components used must be commercially available to any Supermodified competitor.
  - b. (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).
- D. There shall be one operable caliper and one brake rotor on each corner of the car. No inboard brakes allowed.
- E. All Supermodifieds must have a minimum of two (2) engine kill switches. One (1) mandatory switch must be located on the dash board, or steering wheel, and properly marked as such. The second mandatory switch must be located on the throttle pedal to ensure it will not bend or flex. Brake kill switches may also be used but aren't mandatory. L-shaped tow straps are not acceptable.

Note: Adopting Oswego rule.

## SECTION ONE: Supermodified Common Parameters (Continued)

### 1.5 Upper Body

#### 1. General

- A. No articulating body panels are allowed.
- B. Body panels shall be changed or altered if tech inspectors feel there is a safety or visibility problem.
- C. No body work shall extend beyond a straight line connecting the inside dimensions of the front and rear tires except as noted in section 1.8 on page #10.
- D. The intent of these body rules is to provide for the construction of safe, aerodynamic and attractive Supermodified which are professional in appearance.
- E. All race cars are to be professional in appearance and visibly attractive.
- F. Race cars shall have a professional appearing, attractive paint scheme.
- G. All Supermodifieds shall have large and legible numbers of contrasting color displayed on the front nose, sides and rear of tail section.
- H. Minimum size numbers on the tail end of a Supermodified shall be sized and positioned to be readable by competitors and race personnel.
  - a. No gold or silver numbers on dark colors.
  - b. Numbers are to be sized to be identifiable by the fans and race personnel, attractive and not made of reflective material.

#### 2. Front Section (Considered part of the front section describe in 1.3)

- A. 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.
- B. The front nose piece, nose wing and any front body panels shall have a minimum 1 ½ inch clearance from the ground.
- C. 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.
- D. 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.

#### 3. Rear Section (Considered part of the rear section described in 1.3)

- A. Length of the rear tail section bodywork shall not exceed 40 inches.
- B. Rear section height shall not exceed 36 inches from the ground to the highest body panel.
- C. 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.
- D. Rear width shall not extend beyond the inside dimension of the rear tires.
- E. The bumper must extend beyond all upper and lower body work a minimum of 6 inches.
- F. Airfoils 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.
- G. Any horizontal surface below the top surface of the axle tube will be considered underbody/belly pan.

## SECTION ONE: Supermodified Common Parameters (Continued)

### 1.5 Upper Body (Continued)

4. Center Section (Considered part of the center section described in 1.3)
  - A. 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 inspector). 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.
  - B. 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 driver's field of vision.
  - C. Side body panels shall not exceed shoulder level at the back of the roll cage. The body panels cannot encroach upon the driver.
  - D. The body panels must allow a minimum 17" wide opening in the cockpit area around the driver.
  - E. 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.
  - F. No Plexiglass 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.
  - G. The cockpit body work shall be no higher than the rear body height of 36 inches.
  - H. All components including headers, engine, oil tank, and radiator may not extend beyond the outside edge of the tires.
  - I. 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.
  - J. 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 bodywork in place.
  - K. No mirrors are allowed.

## SECTION ONE: Supermodified Common Parameters (Continued)

### **1.6 Under Body / Belly Pans – All cars shall be equipped with a belly pan.**

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.

- A. 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 center line 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.
  - B. 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.
  - C. 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.
  - D. 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.
  - E. 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.
  - F. 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.
  - G. 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.
  - H. 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.
- Owner Vote.

## SECTION ONE: Supermodified Common Parameters (Continued)

### 1.7 Engine Belly Pan

- A. All cars shall have a pan below the engine compartment.
- B. 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.
- C. 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 below the bottom of the engine belly pan.
- D. 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.
- E. 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.
- F. An exception will be granted to race cars built under previous rules that allowed a maximum width of 27 inches. For these cars there shall be no sheet metal extending beyond the outside diameter of the outer frame rails.

## SECTION ONE: Supermodified Common Parameters (Continued)

### 1.8 Front & Rear Bumpers, Nerf Bars and Frame Extensions

#### Front and Rear Bumpers

- A. Bumpers and Nerf Bars shall be made of round steel tube with a minimum O.D. of 1 inch.
- B. Bumpers and Nerf Bars shall have rounded corners.
- C. Bumpers shall be of double loop design and have a minimum of one vertical.
- D. A two (2) inch jacking extension is allowed and shall point straight down.

#### 1. Front Bumper

- A. A front bumper is mandatory and considered part of the front section. The front bumper shall have a vertical height covering the span of 10 to 13 inches from the ground.



- B. The front bumper must not exceed 34 inches from the center of front axle (lower ball joint line) to outermost portion of the bumper. Body and sheet metal (including nose wings, side plates, etc.) must not extend beyond the bumper. The bumper must be designed to adequately protect the body work from cutting another competitor's tire.
- C. The bumper may not be wider than 22 inches and shall be a double loop design with a minimum inside diameter of 4 inches and be constructed with at least one vertical.

Note: Adopting Oswego/ISMA rule.

#### 2. Rear Bumper

- A. A rear bumper is mandatory and considered part of the rear section. The rear bumper shall have a vertical height covering the span of 10 to 15 inches from the ground.
- B. The bumper may not exceed 46 inches from the center of rear axle to the outer most portion of the bumper.
- C. The bumper shall be double loop design with a minimum of one vertical.
- D. Minimum height of the top loop shall be 15 inches, maximum height of the bottom loop shall be 10 inches as shown.
- E. The width of rear bumper must be at least the width of the lower main frame rails and cannot extend beyond the inside dimensions of the rear tires.

Note: Adopting Oswego/ISMA rule.



## SECTION ONE: Supermodified Common Parameters (Continued)

### 1.8 Front & Rear Bumpers, Nerf Bars and Frame Extensions (Continued)

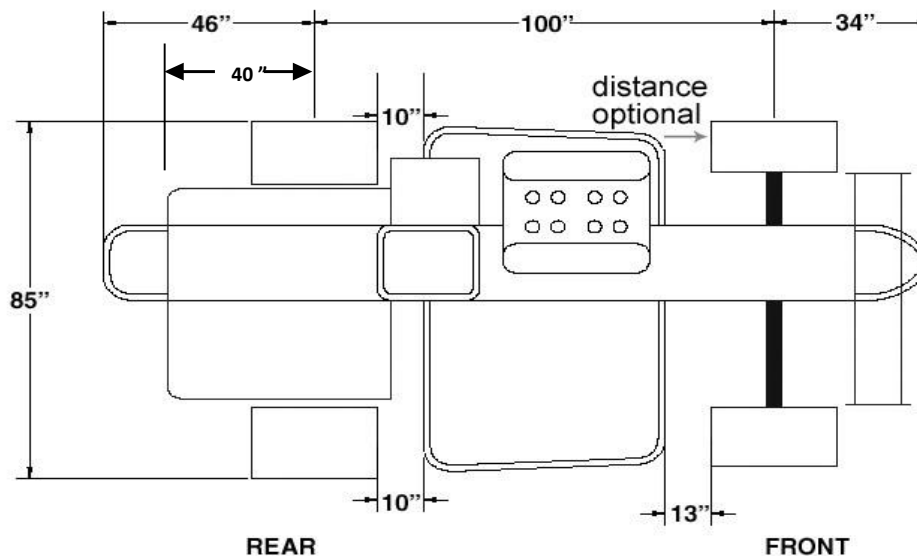
#### 3. Nerf Bars

- A. Nerf bars are mandatory on both sides of the car.
- B. 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.
- C. 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.
- D. 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.
- E. 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 from the ground and does not extend forward of the engine belly pan.

Note: Adopting ISMA Rule.

#### 4. Chassis Extensions (are defined as any structure extending left or right of the main frame rails)

- A. 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, or frame extension, shall extend beyond the straight edge on the right side of the race car.
- B. Chassis extensions may not have any attached body panels in either the horizontal or vertical planes except as noted in section 1.8.3 E.
- C. A loop around the motor on the left side in the center section (as noted in 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.



## SECTION ONE: Supermodified Common Parameters (Continued)

### 1.9 Fuel & Auxiliary Tanks

- A. All Supermodifieds shall be equipped with approved fuel bladders or cells.
- B. No Hard rubber cells or plastic cells allowed.
- C. All bladders and/or cells are required to be fully enclosed inside a metal or fiberglass container.
- D. One side fuel cell, with a container of square or rectangular dimension, may extend beyond the inside dimension of the tire on the left side only. 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.
- E. Methanol shall be the only type fuel allowed.
- F. Lubricating additives shall be allowed. Power additives and/or ether of any type are not allowed.
- G. 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.
- H. 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 must be clearly marked for safety crew. Any other fuel shutoffs on the car should also be clearly marked. Safety personnel shall familiarize themselves with all race car shut-offs.
- I. Any junction, surge or auxiliary tank built into the fuel system measuring over one gallon in capacity shall have a fuel bladder.
- J. There shall be an approved check valve, (e.g. Fuel Safe, ATL, Pyrotech) in the fuel vent line.
- K. Left side fuel cells shall be mounted inside the nerf bar and shall be entirely below the top frame rail of the cockpit area.
- L. 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 an engine failure.
- M. If a front fuel cell is used, the cell must be adequately protected from the steering gear and front suspension components in the event of a frontal impact.
- N. The fuel cell must be completely within the main frame rails.
- O. Flip top caps shall be allowed on oil sump tank, but the latch shall be secured with a bolt or cotter key.



## SECTION ONE: Supermodified Common Parameters (Continued)

### 1.10 Driver Safety & Equipment

#### A. Cockpit Safety and Equipment

- a. Carbon fiber components are allowed only to provide for driver safety and includes Helmet, Head Rest, and Hans. Carbon fiber cannot be used in place of metal for body panel or chassis construction. OR No Carbon Fiber allowed in cockpit area. Owner Vote.

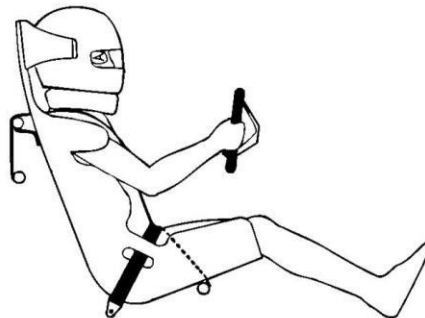
#### B. Driver's Seat

- a. Driver seat shall be metal and provide support of both left and right sides from shoulders to the legs. Full containments seats are highly recommended. No fiberglass or plastic seats allowed. Padded driver's seat highly recommended.



#### C. Drivers Belts

- a. Three inch driver seat belts, shoulder harnesses and crotch (anti-submarine) belts are mandatory and shall be bolted or fastened to the frame.
- b. Belts with only a SFI certification are only good for two (2) years from the Date of Manufacture. Belts with both SFI & FIA certification are good for five (5) years from the Date of Manufacture.
- c. Each belt shall be fastened separately to a common quick release unit.
- d. Any belt outside of the above age, showing wear or deterioration or without proper labeling will not be allowed.
- e. The complete belt assembly shall be worn at all times while the driver is on the racing surface.
- f. Separate shoulder strap fastening is highly recommended.
- g. Sternum belt also highly recommended.
- h. Use the following illustration and recommendations for installing your belts.



## SECTION ONE: Supermodified Common Parameters (Continued)

### 1.10 Driver Safety & Equipment (Continued)

#### D. Lap Belt

- a. 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.
- b. 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.
- c. 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.

#### E. Shoulder Harness

- a. The shoulder harness is one of the most important parts of 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.
- b. 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.
- c. 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.
- d. 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.

#### F. Fire Walls and Contact Surfaces

- a. There shall be a firewall between the engine and driver
- b. A steel or aluminum plate at least 1/8 inch thick shall be adequately bolted to the frame between the engine and the driver.  
**Note: Oswego Rule: The entire area separating the driver from the engine compartment shall be sealed to prevent engine fluids from entering the cockpit area.**
- c. A firewall between the driver and rear fuel cell is highly recommended.
- d. All protrusions, brackets and bracing in the cockpit area (including roll cage) shall have a 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 ½ inch.

## SECTION ONE: Supermodified Common Parameters (Continued)

### 1.10 Driver Safety & Equipment (Continued)

#### G. Fuel System Controls

- a. A 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.
- b. All throttle linkage shall be carefully adjusted and verified to assure that it cannot over-center and lock. Tech inspectors may request a visual inspection and verification.
- c. A minimum of two throttle return springs are required. Placement shall be such that any failures or disconnects of any linkage will result in a closed throttle condition.

#### H. On-Board Fire Extinguisher System

- a. A built-in on-board fire extinguishing system in the cockpit is mandatory. The system shall have a minimum of 5 lb. capacity. Fire bottle shall have a gauge that is clearly visible, with the bottle installed in the car. Fire bottle actuator shall have a highly visible attachment (flag or decal) to readily identify its location. The 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.

Note: Revised slightly to adopt Oswego Rule.

#### I. Kill Switches

- a. All Supermodifieds must have a minimum of two (2) engine kill switches. One (1) mandatory switch must be located on the dash board, or steering wheel, and properly marked as such, the second mandatory switch must be located on the throttle pedal toe strap. A throttle toe strap is mandatory and must connect to both left and right sides of the throttle pedal to ensure it will not bend or flex. Brake kill switches may also be used but aren't mandatory. L-shaped tow straps are not acceptable.

Note: Adopting Oswego rule.

- b. Brake kill switches may also be used, but aren't mandatory. Additional switches may be added per the owner/driver preference.

#### J. Steering Wheel Quick Release

- a. Must be made of metal.

#### K. Radio Communications

- a. Radio communication between Race Director and driver is mandatory.
- b. Any competitor without a radio will be able to rent a radio at the event.
- c. No Two-way communication from the race car driver to 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.

## SECTION ONE: Supermodified Common Parameters (Continued)

### 1.10 Driver Safety & Equipment (Continued)

#### L. Racing Apparel

- a. The driver shall wear the following protective racing apparel:
  - i. Full face helmet with proper fastenings and protective eye shield is required. It shall meet current Snell Foundation testing standards. Snell foundation numbers either a SA2010 or current SA2015 rating. Helmet manufacturers recommend replacing a Helmet used in competition every five (5) years.
  - ii. Nomex hood or "clava" if not built into the helmet.
  - iii. 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.
  - iv. Fire retardant socks, underwear, gloves and shoes.
  - v. A safety approved neck and head restraint is required. (HANS or Hybrid device). Any head and neck restraint must have a SF138.1 or FIA8858 rating. SFI instituted a recertification program for HANS devices, this program requires HANS devices to be recertified by manufacturer every five years. (Recertification of the HANS device can now be done by Simpson Performance Products).
  - vi. Safety arm restraints fastened on the forearms are mandatory.
  - vii. Carbon fiber components are allowed only to provide for driver safety. Carbon fiber cannot be used in place of metal for body panels or chassis construction.

Note: Officials reserve the right to confiscate any safety equipment that is of a questionable nature. Examples include; helmet incurring major impact in a crash or by being thrown; fire suit with holes in material.)

### 1.11 Electronics

#### A. Battery limitations and mounting requirements:

- a. One dry cell/Gell cell/Lithium-Ion 12 V. battery shall be allowed, provided the battery is securely fastened to the frame inside the main frame rails, not in the foot box and not in a location where physical contact with the driver is possible.

#### B. Electronic Systems

- a. The use of electronic logic processors to control any functions of the race car are illegal. Any system for the continuous data gathering from any function of the race car chassis, is prohibited at any event including practice, heat races, qualifying and features. This does not include: Race Safe System, oil pressure warning system, Tell Tale Tach or lap recording device.

Note: Adopting Oswego/ISMA Rule.

#### C. Traction Control

- a. Traction control is strictly prohibited and its use shall result in severe penalties.

## SECTION ONE: Supermodified Common Parameters (Continued)

### 1.12 Engine Specifications

- A. There shall be only one engine in a Supermodified. It shall be an American made, cast iron, Chevrolet V-8 big block (including truck blocks) with two (2) valves per cylinder and one spark plug per cylinder.
- B. No small block engine cars will be paced in competition in an ISMA/MSS event.
- C. Since there are no Ford or Chrysler engines, a recommendation was made that Oswego remove from their rules the allowance of Ford and Chrysler big block engines to help contain options and costs for race teams.
- D. Would grandfather the past running 481's. No new 481's.
- E. The engine shall not exceed 470 cubic inches of displacement.
- F. 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.
- G. All engines shall use approved cylinder heads in competition.
- H. All cast iron heads are approved.
- I. Aluminum heads shall be a standard engine manufactures type (Chevrolet round port, D port, C port, and big block bow ties, Dart or Brodix) with valve angle location, placement, and standard intake port configuration.
- J. The intake valve angle must be from 26 to 23 degrees. The magneto (or similar non-cylinder head surface) will be used as a reference for the cylinder block deck angle.
- K. Manufacturer's identification number shall remain on the cylinder head.
- L. Any cylinder head not listed above must be approved by a tech inspector before being used in competition.
- M. 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.
- N. The pistons shall be made of aluminum.
- O. The crankshaft and connecting rods shall be made of steel.
- P. 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.
- Q. M.S.D. electronic ignition will be allowed.
- R. 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.
- S. Timed injection or injection systems identified as such and electronic fuel injection systems shall not be allowed.
- T. Only one injector nozzle and one injector line per cylinder.
- U. Fuel shall be injected through the injector stack or injection manifold, not through the cylinder head.
- V. The fuel injection unit shall have one butterfly per cylinder.
- W. Adapter plates or spacers between the injection manifold and heads are not allowed.
- X. Three-piece injection is allowed.
- Y. Turbochargers, superchargers, nitrous oxide and oxygen injection set ups are not allowed.
- Z. Anti-Freeze in the radiator is not allowed.

## SECTION ONE: Supermodified Common Parameters (Continued)

### 1.13 Exhaust and Mufflers

- A. All cars shall run fully functional mufflers connected directly to the ends of the collectors. The mufflers must be unaltered from the manufacturer (Beyea, Lobek, Schoenfeld, Stahl, Thrush). No homemade mufflers or baffle systems allowed. Mufflers shall be connected on the end of the header pipes and the kick out should be positioned at a 45 degree angle to the ground.

The following are the options for Beyea and Schoenfeld:

ITEM #	DESCRIPTION
MUF2.5	Dirt Late Model IMCA Dirt Modified Mufflers 2.5
MUF3	Muffler 3" x 3"; 6" Body
MUF3DL	Dirt Modified 3" Dirt Legal Muffler 3" x 8" x 3"
MUF3.5DL	Dirt Modified 3.5" Dirt Legal Muffler 3.5"x 8" X3.5"
MUF3-SS	Muffler 3" x 3"; 6" Body Stainless Steel
MUF3.5	Muffler 3.5" x 3.5"; 6" Body
MUF3.5-SS	Muffler 3" x 3"; 6" Body Stainless Steel
MUFQ3.5	Muffler Quiet Core 3.5" x 3.5"; 6" Body
MUFQ3.5-SS	Muffler Quiet Core 3.5" x 3.5"; 6" Body Stainless Steel
MUF3DM	Dirt Modified Muffler 3" In, 3" Out; 8" Body
MUF3.5DM	Dirt Modified Muffler 3.5" In, 3.5" Out, 8" Body

LENGTH	INLET DIA.	OUTLET DIA.	BODY DIA.	PART #	PRICE
6"	3"	3"	3 1/2"	63030	17.95
8"	3"	3"	3 1/2"	83030	17.95
12"	3"	3"	3 1/2"	123030	25.95
6"	3 1/2"	3 1/2"	4"	63535	17.95
8"	3 1/2"	3 1/2"	4"	83535	17.95
9"	3 1/2"	3 1/2"	4 3/8"	92535	45.95
12"	3 1/2"	3 1/2"	4"	123535	29.95
12"	4"	4"	4"	124040	32.95
13"	1 3/4"	2 1/4"	3 1/2"	MS131722	65.95
13"	2"	2 1/4"	3 1/2"	MS132022	65.95
27"	4"	4"	4 1/2"	273540	71.95

Note: Adopting MSS/Oswego Rule.

## SECTION ONE: Supermodified Common Parameters (Continued)

### 1.14 Drive Shafts / Drive Line

- A. 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.
- B. The driveshaft shall be made of steel or titanium only and be painted white for ease of visibility.
- C. Conventional drive shafts using cross and yoke assemblies (Cardan Assemblies) shall meet the following requirements: Slip yokes are to be made of steel or aluminum. Steel is highly recommended. Medium duty (Series 1350) universal joints with solid cross are highly recommended on both ends of the driveshaft.
- D. Drive shafts utilizing constant velocity joints (CV joints) are legal.
- E. The driveshaft shall be located outside of the main frame rails.
- F. Two driveshafts 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 rear of the driveshaft.
- G. A restraint device shall be firmly attached between the torque arm (if used) 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 of the moveable end of the torque arm.

Note: MSS adopted ISMA and Oswego Rule (2022). Owner Vote.

### 1.15 Shock Absorbers (Dampers)

- A. Maximum of one shock absorber per wheel.
- B. Maximum of two adjustments on the shock absorber.
- C. No inerter, thru shaft or rotary valve shocks are allowed.
- D. Any shock canister is allowed.
- E. Maximum cost per wheel is \$1500 retail price and the shock must be available to any competitor at that price.

Owner Vote

### 1.16 Wheels, Hubs and Spindles (ISMA/MSS)

- A. All wheels shall be made of steel or aluminum.
- B. Minimum thickness for aluminum wheels shall be 0.120 (3mm) with a ½" center section.
- C. Minimum thickness for steel wheels shall be .093 with a ¼" center section that is at least 7" in diameter.
- D. No carbon fiber wheels, magnesium centers, or bead locking devices are allowed.
- E. No clip-on wheel weights allowed. The wheel weight shall be fastened inside the outer edge of the wheel and fully taped.
- F. Wide-five hubs and wide-five adapter plates are allowed on the front and rear of the car. Splined rear wheels are allowed.

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.

## SECTION ONE: SUPERMODIFIED COMMON PARAMETERS (Continued)

### 1.17 Tire Stenciling, Damaged/Flat Tire Rule: (Voted on by Owners 2023 Season and Approved to move forward by Rule Panel Committee.)

- The following statements define the conditions under which a tire may be replaced:
- A severely blistered tire will be considered a damaged tire for all stages of the race event up until start of feature. Once the feature starts a blistered tire no longer qualifies as a damaged tire.
- A flat tire with a visible hole and/or a tire with a discernable leak and/or a tire which, after re-inflation, has a discernable leak will be considered a damaged tire.
- A tire with a cut into the fabric, which was produced while on the track, will be considered a damaged tire.

*The above conditions must be immediately verified by and ISMA/MSS/Oswego official for the replacement tire to be valid.*

- A. After qualifying for the feature event, all four tires must be stenciled. The car must start all subsequent events of the race day with these tires, except as noted above. Tire swapping between teams or between cars of the same team is NOT allowed once the car has qualified.
- B. Stenciling of Back-up Tires
  - a. To assure reasonable back-up tires are available to teams for the race events and features, tires meeting the above failure criteria shall be replaced with a stenciled tire. Any tire that is to be stenciled as a back-up tire must have indication of hard laps run, but not necessarily previously raced. Stenciling will be at the discretion of the Technical Inspector.
    - i. All tires must show “considerable use, similar to what might be seen in a race event,” to be stenciled. A unique stencil will be used to identify a tire(s) that will be used as stenciled tires for the first race of the season for a race car. Subsequent tires used for replacement must use race stenciled tires or the uniquely stenciled tires.
- C. If a stenciled tire is changed for any reason shown in the above list, after the qualifying event (heat race, etc.) the car owner can 1) replace the damaged/flat tire with another stenciled tire and retain the car’s starting position, 2) replace it with a new tire and start last except as noted below:
  - a. You may NOT change any tire that is not flat/damaged/unsafe at any time.
  - b. If you change a tire(s), the removed tire(s) must go directly to an Official before the car can re-enter the racing surface.
    - i. Any tire(s) not given to an Official will be determined not to be flat/damaged/unsafe and the car will be disqualified for an illegal tire change.
- D. If the race car has a flat tire(s) or if a tire(s)/wheel(s) is damaged and deemed unsafe by an official to be on the racing surface, the flat/damaged/unsafe tire(s) may be replaced with a previously stenciled tire on that caution period.
- E. Once the feature starts only a stenciled tire can be used as a replacement tire under any circumstances. Once the feature starts the tire to be replaced must be physically damaged, a blistered tire is not considered a physically damaged tire after the start of the feature.



## SECTION ONE: SUPERMODIFIED COMMON PARAMETERS (Continued)

### 1.17 Tire Stenciling, Damaged/Flat Tire Rule: (Approved to move forward by Rule Panel Committee.)

- F. Altering the tires in any way to facilitate an illegal tire change will not be tolerated.
- Any altering of stencils on the tires will result in disqualification.
  - Any attempt to intentionally damage a tire, at any time during the race program, will result in disqualification.
  - No points, no money issues, including tow money.

### 1.18 Pit Area Safety

- A. Each race team shall be equipped with a 5 lb. or larger, fully charged, dry chemical fire extinguisher in their pit at every race event.
- B. The extinguisher shall be in plain view and easily accessible.
- C. An open 5-gallon water container shall be filled and available at each pit.

## SECTION TWO: ISMA/MSS SPECIFIC SUPERMODIFIED CRITERIA

### 2.1 Top Wing Requirements

- A. Wings mounted above the roll cage are mandatory at all races. The free-standing top wing shall not exceed 24 square feet (3,456 sq. inches).
- B. Any sheet metal panel which is not an integral part of the body is considered a wing.
- C. Total free standing top wing shall not exceed 24 sq. feet.
  - a. Wings shall be measured for rule compliance following the top surface (planform) area of each element separately. This is a top surface measurement (L x W) of each element measured separately and then added together to include all elements. All other air foils are required to be an integral part of the body.
  - b. The top wing is allowed to have a maximum of three elements.
    - i. All elements will be measured and added together to determine the total surface as described above.
    - ii. 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.
  - c. A maximum of one wicker is allowed. The wicker is not to exceed one inch in height and it must be located on the uppermost flap. The single wicker if it not greater than 1 inch in height and is mounted 90 degrees to the flap surface, will not be included in the total surface measurement.
- D. The side plates shall not exceed 24 inches in height and shall not extend more than 6 inches from either end of the wing.
  - a. The side plates shall be fastened in such a manner that the driver is able to enter and exit the car quickly and safely.
- E. The wing shall not be mounted more than 24 inches above the roll cage and not more than 72 inches from the ground.
  - a. This shall be measured from the lowest point on the underside of the wing to the top of the cage.
- F. The wing mounted on the roll cage may extend to the outside dimension of the tires.
- G. In the construction of the wing, wood, fiberglass, plastic, plexiglass, lexan and/or composite materials shall not be allowed.
  - a. No carbon fiber is allowed in the construction and/or mounting of the wing.
- H. 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.
- I. The wing shall be mounted using a minimum of four anchor locations to the frame and/or suspension.
  - a. 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.
- J. The safety of the wing construction and mounting shall be approved by the technical inspector.

## SECTION TWO: ISMA/MSS SPECIFIC SUPERMODIFIED CRITERIA (Continued)

### 2.2 Tire Specifications

- A. The left front will be a 2030 compound. The right rears will be a 2045 compound. The right front and left rear are specified for Oswego rear wing races while there are options for ISMA/MSS races.
- B. The number of tires purchased by a race team will not be limited by ISMA/MSS. If any limits will come from the tire manufacturer.
- C. Chemical treating of tires to alter their traction characteristics is not allowed.
- D. 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, features, etc.) is not allowed.
- E. Stenciling of tires to assure reasonable back-up tires for a race are available to 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. See Section 1.17 for further information. All four tires will be stenciled and the stenciled tires must be used in time trials, heats and feature.
- F. The below manufacturer, tire sizes, tire compounds and specific locations for such tires and compounds are the only tire configurations allowed into competition.

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

#### **2024 Hoosier Tire Update:**

Hoosier discontinuing the following two tires: Oswego 27” LR and 13x25 2045 RF. To replace, Hoosier will be building a 13x27 2040 that will be the same compound and construction as the ISMA/MSS 26.0” and 26.5” tires. By doing this ISMA/MSS now has a 27” option for the LF on bigger tracks and Oswego can use the 26.5” if needed for stagger purposes. Oswego will also be switching to the ISMA/MSS RF 13x26 2040 tire. Now all Supermodifieds will be on the same RF tire.

## SECTION TWO: ISMA/MSS SPECIFIC SUPERMODIFIED CRITERIA (Continued)

### 2.3. Gear/RPM Rule

- A. The target maximum RPM at any ISMA/MSS race event is 7500 RPM for Big Blocks. A target gear ratio will also be specified for each track. (This includes qualifying, time trials, heat races, and features). Competitors may exceed the target RPM or target gear ratio, but not both.
- B. Officials reserve the right to read any competitors tachometer and/or gear ratio at any time during the race event. In addition, officials may install a separate tachometer on any car at any time to verify competitor's tachometer is reading correctly.
- C. The table below gives the target gear ratios for each track. You can exceed these ratios as long as your RPM is 7500 or less. Likewise, you can exceed 7500 RPM's as long as you have the target gear ratio or a lower numerical ratio. If desired to exceed target ratio, the owner must inform the lead technical inspector before installation and remain under the specified maximum RPM.

Track	Size	Gear Ratio	Notes & History
Auto City Speedway	½	4.62	
Berlin Raceway	7/16	4.36	4.36 agreed after 2022 ISMA/MSS Co-Sanction Event
Caraway Speedway	.455	4.66	
Claremont Motorsports Park	1/3	5.06	
Delaware International Speedway	½	4.67	
Evans Mills Raceway	3/8	5.04	
Holland Raceway	3/8	4.86	
Jennerstown Speedway	0.522	4.30	
Kalamazoo Speedway	3/8	5.04	Based on MSS Race held 5/29/21
Lancaster Motorplex	1/2	4.48	
Lee USA Speedway	3/8	5.06	
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 Speedway	3/10	5.36	
Oswego Speedway	5/8	4.27	
Sandusky Speedway	½	4.62	Was 4.71 in 2015, then 4.53 from 2016 to 2021.
Thompson Raceway Park	0.625	4.27	
Toledo Speedway	½	4.36	Was 4.48 in 2015
Waterford Speedbowl	3/8	5.06	
Star Speedway	¼	5.04	

## SECTION TWO: ISMA/MSS SPECIFIC SUPERMODIFIED CRITERIA

### 2.41 Driver Fitness and Age Requirement

- A. If a driver receives an injury requiring continuous medical attention from a physician or chiropractor, the driver will be required to submit, in writing a medical release on the attending physician's or chiropractor's letterhead and it shall be received by President 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 allowed to compete.
- B. 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 that day's event.
- C. Drivers shall be physically and mentally healthy in order to compete at any give race. 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.
- D. A driver must be sixteen (16) years of age.
  - a. Any driver under the age of 16 must get board approval, submitting a request thirty (30) days prior to a scheduled racing event they plan to attend.
  - b. The driver must sign a waiver for the Race Track to keep on file.

### 2.42 Policy Regarding Use or Possession of Illegal Drugs or Substances

- 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 or alcohol as defined above is prohibited in any form, by and participant in an ISMA/MSS event, either on the speedway grounds, or in any area considered to be used in the operation of events, such as parking lots or any other properties.
- C. Participant Definition: A participant is any person taking part in any ISMA/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 ISMA/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 ISMA/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 a ISMA/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 persons who is formally charged by a court of law with illegal drug violations, shall be subject to the following penalties by ISMA/MSS officials:
  - a. Any participant who is formally charged by a court of law with an illegal drug violation, upon notification to the President by that agency, shall be suspended from all forms of participation at all ISMA/MSS 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/MSS sanctioned race for a period to be determined by the Board of Directors, from date of conviction.
- E. Appeal and Hearing: Any participants suspended for violation of these rules shall be granted a hearing by the ISMA/MSS Board of Directors, provided the suspended participant requests such a hearing, in writing, within fourteen (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.
- F. 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/MSS officials.

## SECTION TWO: ISMA/MSS SPECIFIC SUPERMODIFIED CRITERIA (Continued)

### 2.43 Post Race Inspections

- A. The top five (5) cars shall be weighed and any random cars may be weighed immediately after the feature race.
  - a. 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.
  - b. 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.
  - c. ISMA/MSS scales are the official scales at every race event. Tech inspector's findings, with respect to weight measurements using the ISMA/MSS scales, shall not be subject to protest.
- B. Cars chosen by officials shall be subject to an engine tear-down inspection at the end of each race night. The procedure is as follows:
  - a. At least ½ hour cool down period shall be allowed for each car.
  - b. The car shall be pushed to the designated teardown area and a maximum of three (3) crew members per car shall be allowed in the area.
  - c. 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.
- C. A fuel sample may be taken from the tank for analysis.
- D. Wing size, left side percent and weight shall be checked.
- E. If the car is in violation of any car specifications, the car shall be disqualified.
  - a. 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/MSS Board of Directors.
  - b. 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.
  - c. If the car owner refuses the optional teardown, the car shall be deemed illegal and the penalties described in "a" above shall be invoked.
- F. If the car owner refuses the initial post-race inspection, the car shall automatically be deemed illegal and the penalties described above shall be invoked.
- G. Any car found with an illegal tire compound or a tire chemically treated shall be disqualified and;
  - a. All championship points and prize money, including tow money will be forfeited.
  - b. The owner and driver shall be disqualified from the next scheduled ISMA/MSS event.
- H. The following requirements are also mandatory to be awarded points for any ISMA/MSS event:
  - a. An ISMA/MSS logo must be on the upper surface of the wing.
  - b. Sponsor decals displayed on both sides of the vehicle in a visible manner.
  - c. Sponsor patch(s) displayed in a visible area on the driver's firesuit.
  - c. Sponsored neckband (if provided) to be worn by feature winner in victor lane.

## SECTION TWO: ISMA/MSS SPECIFIC SUPERMODIFIED CRITERIA (Continued)

### 2.44 Protest & Violation of Car Specifications

- A. Filing a Protest
  - a. Only a registered car owner with his/her 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, before the preliminary events begin.
  - d. The protest shall explicitly state the car being protested and the particular specification that is being violated.
  - e. The person protesting shall sign the protest from and post \$500.00 Protest Fee per violation.
  - f. If the car under protest is in violation of the cited car specification, 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.
- B. All cars are subject to being measured and visually inspected at each ISMA/MSS event by the technical inspectors to make sure they conform to all car requirements and specifications.
  - a. **After inspection, if a violation was found, the car owner and officials, shall receive a “Report Form” specifying the technical inspector’s findings.**
  - b. The Report Form shall include the car being inspected, which of the car specification(s) are in violation, why the car does not conform and how long the car owner has to make the necessary changes.
  - c. 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:

<p><b><u>Occurrence:</u></b></p> <p>First Offense \$50</p> <p>Disqualification after first offense.</p> <p>The fine shall be deducted from the car owner’s winnings for that race event.</p>
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- C. 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 TWO: ISMA/MSS SPECIFIC SUPERMODIFIED CRITERIA (Continued)**

### **2.45 Slander, Public Comment and Social Media Policy**

- A. The ISMA/MSS public comment/social media policy outlines how officers, directors and members should conduct themselves in public and online. ISMA/MSS is grateful to its many sponsors, it's hosting race tracks, promoters and all with whom the association works throughout the year to share the excitement of Supermodifieds. Positive comments can help spread the greatness of our organization. Negative comments made in public through social media can have a huge detrimental and lasting impact on our sport. As a result, ISMA/MSS has adopted the following policy:
- a. ISMA/MSS reserves the right to revoke membership of anyone who intentionally slanders, discredits or otherwise willfully attempts to do verbal harm to the hosting race tracks, the association and/or its sponsors.
  - b. If an incident occurs at an ISMA/MSS sanctioned race and the offender is directly associated with a race car, as either an owner or drivers, the points associated with the racing event may be withheld from both the owner and driver point funds based on a majority vote of the Board of Directors.
  - c. Whereas ISMA/MSS requires membership to participate in its racing events, the penalty for actions which cause membership revocation will result in suspension of the offender from future competitive events. The offender will be required to apply for a new membership and that membership must be accepted by the association, prior to entering future events.



## SECTION TWO: ISMA/MSS SPECIFIC SUPERMODIFIED CRITERIA (Continued)

### 2.46 Purpose and Disclaimer

- A. 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.
- B. 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.
- C. All specifications and regulations contained herein are subject to deletions, additions and/or modifications by directives contained in subsequent publications issued by ISMA/MSS or verbal directive of officials without prior notification.
- D. ISMA/MSS reserves the right to reject any car or driver entry on the basis of noncompliance with this Rule Book.
- E. ISMA/MSS 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.
- F. The use of equipment not available to all participants at each ISMA/MSS event shall be subject to approval by ISMA/MSS.
- G. If a car is in violation of any car specifications, ISMA/MSS reserves the right to impound the components or that portion of the car that is in question for further examination.
- H. ISMA/MSS 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.
- I. When a competitor is “subject to disciplinary action at the discretion of ISMA/MSS officials” one or more of the following penalties could be invoked:
  - a. Monetary Fine / Race Disqualification / Lap Penalties / Position Penalties / Handicapping Penalties / Suspension from Competition
- J. All drivers and car owners shall release and relinquish to ISMA/MSS 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 items of every name and nature which may have originated from or be related to the ISMA/MSS 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 ISMA/MSS may see fit, and ISMA/MSS 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/MSS.
- K. The elected officers of ISMA/MSS and their appointed personnel shall be responsible for the orderly conduct of sanctioned events and in all matters of interpretation of the ISMA/MSS Rule Book, their decisions are final and binding.
- L. By filing for an ISMA/MSS 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 ISMA/MSS board of directors or elected officers.

## SECTION TWO: ISMA/MSS SPECIFIC SUPERMODIFIED CRITERIA (Continued)

### 2.5. 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 Race Director(s) 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 two 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 Feature) = Fuel for 110
  - Sandusky Speedway Hy-Miler (100 Lap Feature) = Fuel for 150
  - Evans Mills Raceway (100 Lap Feature) = Fuel for 175
  - Lucas Oil (40 Lap Feature) = Fuel for 90 (per 11/2/19 Owner's Meeting)
- B. Cars being pushed off for the start of a race shall stay to the inside of the racing surface. No more than five 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 their 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 Tech Inspector.
- 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 back one row.**
- 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 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 judgement of Race Director/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 possibly at any point on the race track and away from the accident scene, leaving the very inside lane open for emergency vehicles.

## SECTION TWO: ISMA/MSS SPECIFIC SUPERMODIFIED CRITERIA (Continued)

### 2.5. Racing and Scoring Procedures (Continued)

- a. No crew member is allowed on the track surface until approved by an official. If any crew member enters the track surface without Official approval, the car owner of that crew member shall be fined \$100.
  - b. 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 Race Director(s).
  - c. The pits shall remain closed under all red flags. If a car enters the pits and the red flag comes out, 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.
  - d. 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 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 in 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 Race Director(s) return to its position just prior the accident.
- a. 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.
  - b. 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.
  - c. 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.

## SECTION TWO: ISMA/MSS SPECIFIC SUPERMODIFIED CRITERIA (Continued)

### 2.5. Racing and Scoring Procedures (Continued)

- d. A precautionary of “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 Race Director(s).
- e. Any car that stops or spins to avoid an already occurring accident will be permitted their spot back. All decisions will be made the Race Director after conferring with on track officials and are not subject to protest.
- f. If the same 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 and Features (except the last 10 laps in the feature).
- a. Race Leader has choice of inside or outside position and is the control car for the restart.
  - b. The 2<sup>nd</sup> place car must take the opposite position as the leader.
  - c. The 3<sup>rd</sup> place car must line up inside the second row, 4<sup>th</sup> outside the second row, etc. All lead lap cars must follow this order consecutively.
  - d. 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.
    - Cars that have pitted or are issued a lap penalty by Race Director(s), must line up at the rear of the field (behind lapped cars) for the restart.
    - 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.
    - Double File Restarts will begin the same spot as the initial start of the race, coming out of Turn 4.
    - 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 the 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.
- a. All lead lap cars shall remain in their respective positions except those involved in the incident or those pitting.
  - b. 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.
    - Cars that have pitted or are issued a lap penalty by Race Director(s), must line up at the rear of the field (behind lapped cars) for the restart.
    - 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.
    - 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.

## SECTION TWO: ISMA/MSS SPECIFIC SUPERMODIFIED CRITERIA (Continued)

### 2.5. Racing and Scoring Procedures (Continued)

- V. Courtesy laps may be given in the feature only at the generous discretion of the Race Director(s), 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 checked 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 completed 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 Race Director(s) and/or Scorers, shall be made with TEN (10) MINUTES after pit steward has received the final finish. Challenges or objections shall be presented to any Official, who in turn should pass the challenge to the Race Director(s). 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 measure by Race Director(s).
- 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 competitors(s) directly involved shall be subject to arrest and the car and/or driver is subject to suspension at the discretion of Board of Directors. The Board of Directors will make a decision prior to the next race.
- 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 teams racing pay 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 ISMA/MSS President 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 ISMA/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 Tech Inspector before it can be scheduled in another race.
- GG. If a driver receives an injury requiring continuous medical attention from the physician chiropractor, the driver shall be required to submit, in writing a medical release on the attending physician's or chiropractor's letterhead to ISMA/MSS President 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.

## **SECTION TWO: ISMA/MSS SPECIFIC SUPERMODIFIED CRITERIA (Continued)**

### **2.5. Racing and Scoring Procedures (Continued)**

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 give race meet. ISMA/MSS President 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. ISMA President along with Board of Directors reserve the right to disqualify any competitor deemed "unfit to race" by track medical personnel.

JJ. The postrace inspection results as determined by Tech 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 Tech Inspector Violation of post-race inspection specifications or refusal to comply with any post-race inspection procedures will result in disqualification.

### **2.6. Line-Ups & Handicapping Procedures**

#### **General Provisions:**

- A. All Heats and B-Main(s) (if applicable) shall be TEN (10) laps in length, unless otherwise specified by Race Director at Driver's Meeting.
- B. Total number of cars starting the feature event will be specified by Race Director at the Driver's Meeting.
- C. 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.
- D. 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-Mail, OR Feature).
- E. 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.
- F. Transponders MUST be positioned on the rear of the car.

#### **Qualifying (Time Trial) Rules:**

- A. All ISMA/MSS sanctioned races shall use time trails to set the qualifying for the event.
- B. 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 flag. This will provide two qualifying times per entry.
- C. Each entry will be credited with the lesser (faster) of the two times.
- D. In the event of a tie in qualifying times the greater (slower) lap shall be compared to break the tie.
- E. In the event 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 time trials. 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 lineup.

## SECTION TWO: ISMA/MSS SPECIFIC SUPERMODIFIED CRITERIA (Continued)

### 2.6. Line-Ups & Handicapping Procedures (Continued)

#### General Inversion (Handicapping) Rules:

- A. Heat and feature inversions will use original qualifying time trials as criteria to set the line up.
- B. To be eligible for an inversion or pill draw position (heat or feature), an entry must be qualified within one second of the fourth fastest car qualified. Should an inversion or pill draw candidate not be within one second of the fourth fastest car qualified, that entry shall start at the tail of the inversion or pill draw.
- C. To be eligible for the feature inversion, an entry must have completed every lap in its heat race.
- D. 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.
- E. 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 on the front row of the feature). If electing either option above, the driver or car owner should inform Officials and/or Race Director(s) within a reasonable timeframe to allow for rewriting and redistribution of the line up.
- F. Entries considered extremely slow, erratic, ill handling or having new, inexperienced drivers may be requested by the Race Director(s) to relinquish their earned starting spot in the heats or feature and start in the rear of the field. Race Director may also request the car to come off the track after completing one green lap.

#### Heat & B-Main Race Line Up Procedures:

- A. For the purposes of Line Up Procedure, “Car Count” is defined as “number of cars active after time trials.”
- B. 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 as follows:

<b>Car Count</b>	<b># of Heats</b>	<b>Heat Inversion</b> (Based on Time Trials)	<b># Qualify from Heat</b>	<b>Feature Pill Draw</b> (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

- C. 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.

## SECTION TWO: ISMA/MSS SPECIFIC SUPERMODIFIED CRITERIA (Continued)

### 2.6. Line-Ups & Handicapping Procedures (Continued)

#### **Heat & B-Main Race Line Up Procedures:** (Continued)

D. If a B-Main is necessary: The line-up will be 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.)

The number of cars to qualify out of the B-Main will be established in the driver's 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.

#### **Feature Line Up Procedure:**

A. The top 12 cars from the Heat Races will comprise the top 12 cars in the feature starting line up:

- 1) If 2 heats were run, the top 6 from each heat.
- 2) If 3 heats were run, the top 4 from each heat.
- 3) If 4 heats were run, the top 3 from each heat.

B. The top 12 cars out of the Heat Races will conduct a pill draw for starting line-up position. Drawing order will be from fastest qualified time to slowest.

C. Previously identified "General Inversion Rules" 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 pill draw. 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.

D. Cars not making the feature pill draw shall start behind the pill draw 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.)



## SECTION TWO: ISMA/MSS SPECIFIC SUPERMODIFIED CRITERIA (Continued)

### 2.7. Point System

- A. Points shall be awarded as identified in table below.
- B. In the event of a tie in points, the following procedure shall break the tie:
  - a. Number of feature wins for the season.
  - b. If a tie still exists, number of heat wins for the season.
  - c. 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 double for races where there are no scheduled Heat Races (i.e. Lorain Super Crown Saturday race).

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	142	
11	15	4 Points All Other Spots	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	
<b>ADDITIONAL POINTS</b>				
Leading A Feature Lap = 5 Points				
Leading the Most Feature Laps = 5 Points				
Note: There are no points for a consolation (B-Main Race)				

## SECTION TWO: ISMA/MSS SPECIFIC SUPERMODIFIED CRITERIA (Continued)

### 2.8 Awards

<b>Award</b>	<b>Criteria</b>
Owners of the Year	Based on Points
Driver of the Year	Based on Points
The Randy Witkum Memorial Rookie of the Year Sponsored by Shea Concrete	Qualified for 3 features or less in any previous year AND for more than 3 features in current year based on points.
Hard Charger of the Year	Based on Stats
Crew of the Year Sponsored by Bob Hilbert	Based on Most Laps Completed
Sportsman of the Year Award	<p style="text-align: center;"><b><u>Based on Membership Voting</u></b></p> <p>This award is presented to an ISMA/MSS Owner or Driver that leads by example as it relates to integrity and general goodwill towards fellow competitors. They are the first to welcome new teams, congratulate a winner, and lend assistance with time, parts and/or knowledge. This person thinks and conducts themselves on behalf of what is best for the Supermodified racing community.</p>
Jim Shampine Memorial Award	<p style="text-align: center;"><b><u>Based on Membership Voting</u></b></p> <p>This award is presented to an ISMA/MSS Member, Official or Volunteer that has the same dedication and determination to make the association grow as Founder Jim Shampine. They should have the same goals as Jim had, that the association where owners, drivers and fans can speak as one for the betterment of Supermodified Racing.</p>

## SECTION THREE: OSWEGO SPECIFIC SUPERMODIFIED CRITERIA

### 3.1. Rear Wing Dimensions

- A. The shape must conform to the Oswego Speedway "SPEC" rib profile. The width, not including side plates, must not exceed 48". The height must not exceed 54" to the top of the ¼" wicker from the ground with the driver in the car both before and after the race. The wicker must remain perpendicular to the wing surface. The wing surface must be smooth. Any method of wing construction is allowed providing it follows the "SPEC" rib profile. The maximum angle of attack allowed is 9 degrees (not 14 degrees), ¼" wicker being removed.
- B. The side plate dimension will be a maximum 18" x 26", any shape is allowed. The side plates can be no more than 1 inch above the top of the wicker and no more than 1 inch beyond the trailing edge. The side plate surface must remain flat and smooth both above and below the wing. No vents or louvres allowed. The side plate must be free-standing. Any wing supports must be a minimum of 1 ¼ inch inboard the freestanding side plates. The wing side plate must be attached directly to the end of the wing. Spacing the side plate away from the wing body will not be allowed.
- C. The wing must be mounted to the chassis or rear bumper.
- D. The trailing edge of the wing body can be no more than 40 inches behind the center of the rear axle.
- E. The leading edge of the wing can be no farther forward than the center of the rear axle.
- F. Any method of mounting is allowed providing it's fixed to the chassis, safe, strong and neat in appearance. If the support framework is built from tubing it must be covered on both the inside and outside with aluminum sheet metal.
- G. Aluminum plate brackets will be allowed as an option to the tubing framework. The wing framework or brackets must be attached to the bottom of the wing in a safe manner.
- H. The wing supports must be a minimum of 1 ¼ inch inboard of the free-standing side plate. For safety reasons, no bracing toward the roll cage area will be allowed. The wing must be attached with a minimum of 7/16 inch heim ends (if used) with a 3/8 inch bolts. If bolt on brackets are used, they must be attached to the wing with a minimum bolt diameter of 5/16 inch.
- I. The wing shape must conform to the speedway's template testing device. It is imperative that the wing skin be wrapped tightly around the wing ribs so the "CLAM SHELL" device fits properly.

For RIB information call:

ACRO-FAB	315-564-6688	Hammer Forms
Joe Hawksby	315-343-0563	CNC Ribs & Complete Wings
Sean Magari	315-243-1901	CNC Ribs & Complete Wings
NEMRS	603-465-9359	CNC Ribs & Complete Wings

## SECTION THREE: OSWEGO SPECIFIC SUPERMODIFIED CRITERIA (Continued)

### 3.2. Oswego Tire & Wheel Specifications

The only tires allowed in Oswego competition shall be the following:

Tire	Size	Compound
Left Front	11/24 – 15	2030
Right Front	13/26 – 15	2040
Left Rear	13/26.5 or 13/27 – 15	2040
Right Rear	17/27 – 15	2045

- A. The price and availability are guaranteed throughout the racing season. (Availability means the specified sizes, e.g. 17/28-15 and compounds, and does not mean desired “chalk mark”. Tires must be purchased from the Oswego Speedway designated tire dealer. Chemical treating of tires to soften compound is not allowed. Oswego Speedway officials reserve the right to examine, test, or confiscate any tire that is in question.
- B. Before the heat races begin or at the conclusion of the heat races, the heat race starters or qualifiers shall report directly to the scales or other specified locations, at the discretion of technical inspector. The left rear, right rear and right front tires shall be marked with a qualification stencil. At the conclusion of the consolation race, consolation qualifiers shall report directly to the scales. The left rear, right rear and right front tires shall be marked with a qualification stencil. All qualified cars must start the feature with those tires. If one of the stenciled tires is changed before the start of the feature for any reason, the car shall start at the back of the field. Any tire change must be a previously stenciled tire and approved by a Technical Inspector. If time allows, we will allow you to put 12 laps on a new tire before feature.
- C. During the feature race, a car shall be allowed to change any tire(s) which is completely flat, destroyed or untraceable, as determined by Technical Inspector. More than one flat tire can be changed at one time. Any tire change must be a used tire. If a heat race tire is determined defective by our Tire Supplier you may put a 12-Lap tire on and start 18<sup>th</sup>. It must be a stenciled or used tire.

**APPENDIX A-1**  
**ISMA/MSS Rules Additions, Changes or Modifications**

**Procedure Request Change**

1) All requests of additions, changes or modifications to ISMA/MSS rules must be submitted to a Board of Director using this form. Any member may submit a request, however, if the submitter is not a car owner, the submitter's 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 Rule # \_\_\_\_\_  
Page # \_\_\_\_\_ of the ISMA/MSS Rule Book.

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*(Attach extra sheet if needed.)*

3) My reason for requesting this change:

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*(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 \_\_\_\_\_

Date \_\_\_\_\_

Endorsement of Car Owner \_\_\_\_\_ Car # \_\_\_\_\_

## APPENDIX A-2

### 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.
- There is no allowance for a new tire to be used in the second Twin-40 race on Saturday.
  - Anyone wishing to change a tire after Saturday’s first race (due to damage) 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.
- Friday will “Fuel For” 40 Green + 80 Yellow = 120 Total.
  - Saturday will “Fuel For” 40 Green + 80 Yellow = 120 Total (for BOTH Twin 40 Races).
- C. All procedures for Friday’s race will follow pre-established Rule Book procedures for Tire Rules, Scoring, Handicapping, Line Up Procedures etc. Friday will be run as a stand-alone “traditional/typical” event regarding procedures (typical time trials, heats and 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 Rulebook 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.
- The winner of Race #1 will throw a standard 6-sided game die.
  - Race #2 inversion will be the number rolled PLUS SIX (6).
  - 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).
  - 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.
  - Any car in the Race #2 inversion still must be within 1 second of 4<sup>th</sup> quick in Saturday’s time trials to be in the Race #2 inversion. Anyone in the inversion pool that is not within 1-second of 4<sup>th</sup> quick will be moved to the rear of the inversion, but ahead of cars not included in the inversion.
  - The remainder of the lineup for Race #2 will be straight up based on the finish of Race #1.