



2011-13 OFFICIAL ISMA RULE BOOK

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.... continued on page 3

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THIS RULEBOOK WILL BE IN EFFECT FOR THE 2011-13 RACING SEASONS.

NOTE:

All changes made in this rulebook since last printing will appear in boldface /red type throughout this new printing.

FORWARD

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

CHAPTER ONE

2011-13 SUPERMODIFIED CAR SPECIFICATIONS

CHASSIS & COMPONENTS

1. The supermodified frame or chassis shall be made of round SAE 4130 grade N seamless steel tubing. The main frame/chassis shall be constructed with a minimum O.D. of 1 - 1/2" diameter and a minimum wall thickness of .095. This includes cross members/uprights in the cockpit area. The frame/chassis must have adequate reinforcement diagonals in the cockpit area. These shall be a tubular construction with a minimum 1-inch O.D. and .095 wall thickness. Chassis/frames that are not round/tubular construction must have prior approval by the I.S.M.A. Board of Directors before construction. No comparable materials or designs will be allowed without prior I.S.M.A. Board of Directors' approval. The bottom of the main frame rails, in the cockpit area, must have a recommended minimum of 17" and a mandatory maximum of 24" between the frame rails, measured from the inside dimension of the tubing.
2. The front axle shall be made of steel while the rear axle shall be steel or aluminum, if used.
3. It shall have 4 wheels with 2 rear wheel drive and front wheel steering. No four wheel drive, front wheel drive, four wheel steering or rear wheel steering shall be allowed.
4. The 4 wheels shall be located in the standard positions; left front, right front, left rear and right rear.
5. The engine shall be mounted in the standard position; front of engine facing front end, back of engine facing rear end.
6. 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 shall be allowed.
7. The engine shall be located in front of the cockpit, but engine offset is allowed.
8. The entire engine shall be located within the front 2/3 of the wheel base, which is measured from the center of the front wheel to the center of the rear wheel.
9. The cockpit shall be located within the wheel base. No inboard break allowed.
10. The car shall have 4 wheel hydraulic brakes. Dual master cylinders are mandatory. Rotors shall be made of steel or iron only. There shall be one operable caliper and rotor on each corner of the car.
11. Driveshaft shall be made of steel or titanium only and be painted white for ease of visibility. The slip yoke shall be made of steel only. Medium duty (Series 1350) universal joints with solid cross are highly recommended on both ends of the driveshaft. The driveshaft shall be located outside of the main frame rails. Two driveshaft safety loops are required. They shall be constructed of at least 1/4" by 2" steel and should be mounted no more than 3" to 5" back from the front of the driveshaft and 3" to 5" forward from the back of the driveshaft. All driveline components shall be made of steel or titanium only between crank shaft and rear end shaft.
12. Safety chain or similar safety device shall be fastened to the torque arm subject to technical inspection.
13. There shall be a firewall between engine and driver. A steel or aluminum plate at least 1/8 inch thick shall be adequately bolted to the frame between the engine and the driver. Additionally, the entire area separating the driver from the engine compartment shall be sealed to prevent burns of any type. Firewall between driver and rear fuel tank is highly recommended.
14. All cars shall have a pan below the engine compartment. This "belly pan" shall be of a size, shape and material capable of holding the entire liquid contents of the car's engine, with an absorbent material in the belly pan highly recommended.
15. Wheels—all wheels shall be made of steel or aluminum.
 - a. Minimum thickness for aluminum wheels shall be 3/16" (.187) with a 1/2" center

- section. Minimum thickness for steel wheels shall be .093 with a ¼" center section that is at least 7" in diameter.
- b. No carbon fiber wheels allowed.
 - c. No bead locking devices allowed.
 - d. No clip-on wheel weights allowed. The wheel weight shall be fastened inside the outer edge of the wheel and fully taped.
 - e. No magnesium centers allowed.
16. All exhaust pipes shall run into a common collector on each side. No zoomie or grass burner headers allowed.
17. All cars shall run 2 fully functional Schoenfeld 10" mufflers or equivalent that are unaltered. No homemade mufflers or baffle systems allowed. Mufflers shall be connected on the end of the header pipes and the kickout shall be positioned at a 45 degree downward angle.
- 18. The minimum weight of a Supermodified with wing shall be 1850 lbs. without driver or 2050 lbs. with driver. The maximum left side weight percentage shall be 67% with a .99% tolerance. The top five cars and one car from finishing positions 6-15 shall be weighed immediately after the feature race. 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. Each car shall be weighed and there shall be no allowance for fuel. Add-on or bolt-on weight shall be securely fastened in between the frame rails and will be allowed but must be approved by an ISMA tech inspector. If a car is found in violation of weight requirements, all prize money and points shall be lost for that event. ISMA scales are the official scales at every race meet. Tech inspector's finding with respect to weight measurements using the ISMA scales shall not be subject to protest.**
19. No modifieds, limiteds or sprint cars identified as such shall be allowed to compete with the supermodified division.
- 20. All cars shall be equipped with a flat belly pan fastened directly to the bottom of the frame rails. Belly pan must be flat side side to side and front to rear of the lower frame rails with no openings or interruptions. Belly pan must extend from left side lower frame rail to right side frame rail and from front to rear lower frame rails. Belly pan must not have any aerodynamic aids or tunnilling. Horizontal body panels must not extend below the plane of the lower frame rails or bottom of belly pan. Belly Pans are subject to ISMA Tech. Inspectors' approval.**
21. No adjustable controlling device will be allowed by the driver while in the cockpit. This includes, but is not limited to, in-car weight jackers, adjustable shocks or wing devices. Brake Bias Adjusters are allowed.
22. Wet cell batteries shall be allowed provided they're securely fastened to the frame inside the main frame rails and outside of the driver compartment and have a protective covering to prevent spillage of acid in the event of accident. The approval of the covering shall be determined by technical inspector.
23. The use of electronic logic processors to control any functions of the race car, and /or any system for the continuous data gathering from any function of the race car chassis is prohibited. (This does not include the Race Safe System, oil pressure warning system, tell tale tach or lap recording device.) No articulating chassis, body panels or active suspension allowed.
24. Wide-five hubs and wide-five adapter plates shall be allowed on the front and rear of the car. I.S.M.A. strongly recommends you magna flux your hubs.
25. No carbon fiber components allowed.
26. Independent front suspension or 2-piece front axles shall have tethered front spindles to the main frame. **All axles outside the frame must be tethered.**
- 27. Independent front suspension cars will have no aero tubing on front A-arms**

or pushrods. The minimum spec. will be 1" round diameter 4130 chrome molly x .083 wall. This will be for upper and lower A-arms and pushrods. If in any race event you damage your A-arms you will be allowed to use your aero tube A-arms for the remainder of that event only as a spare.

28. If the right side frame rail of the leg and foot box area is 18" L x 12" H or greater, an "X" brace is required. Anything under 18" L x 12" H, a diagonal will be sufficient but an "X" is recommended.

ENGINE & TIRE SPECIFICATIONS

1. 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 2 valves per cylinder and one spark plug per cylinder. The engine shall not exceed 470 cubic inches of displacement.
2. All competitors shall use an approved head for competition purposes. All cast iron heads are approved. Aluminum heads shall be a standard engine manufactures type (Chevrolet round port, d port, c port, and big block bow tie, dart or Brodix) with valve angle location, placement, and standard intake port configuration.
- b. Any cylinder head not listed above must be approved by a tech inspector before being used in competition.
- c. All cylinder heads shall have standard valve angle, location, placement, and standard intake port configuration. No welding is permitted to raise the head runners, ports or intake manifold which would allow or result in port relocation. **A stock gasket (i.e. Mr. Gasket 121) must fit intake port/intake bolt pattern and shape.** Manufacturers identification number shall remain on the cylinder head at all times. No 18 degree heads. The intake valve angle must be from 26-23°.
3. The pistons shall be made of aluminum.
4. The crankshaft shall be made of steel.
5. The connecting rods shall be made of steel only. A 2" diameter inspection hole on the bottom left of the oil pan is mandatory for inspection purposes. Either Moroso Racing Products Part #23970, Canton Racing Products Part # 20-880 or similar product shall be used.
6. a) M.S.D. electronic ignition will be allowed. I.S.M.A. has implemented a one-year penalty for the owner, driver and crew chief if they are caught with traction control or data acquisition devices.
b) No timed injection or injections identified as such shall be allowed. Turbochargers, superchargers, nitrous oxide and oxygen injection set ups shall not be allowed. Electronic fuel injection systems shall not be allowed. Only one injector nozzle and one injector line per cylinder. **A three piece Hilborn injection model #396-C-8M will be allowed. Injection unit shall have one butterfly per cylinder. Fuel shall be injected through fuel injection system and not through head. No adapter plate or spacers between injection manifold and heads shall be allowed. The configuration of the Port must conform with Mr. Gasket 121 and must fit intake port/intake bolt pattern and shape.**
7. Antifreeze shall not be allowed in radiator.
8. **Up to three cars** chosen at random by ISMA officials shall be subject to a tear-down inspection at the end of each race night. The procedure shall be as follows:
 - a) At least 1/2 hour cool down period shall be allowed for each car.
 - b) The car shall be pushed into the teardown area and a maximum of three 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 two push rods.
 - d) A fuel sample may be taken from the tank for analysis.
 - e) Wing size, offset and weight shall be checked.

- f) There will be no tolerance for illegal cars under these three categories: weight, cubic inch, fuel.
- g) If the car is in violation of any car specifications, the car shall be disqualified. This means that the owner shall lose his Championship points for the night, the car owner shall receive no prize money for the night or may be subject to disciplinary action at the discretion of ISMA Infractions Committee.
- h) Before the final determination is made, the car owner shall be informed of the specific violation and he shall have the option to remove or disassemble that part of the car or engine necessary to provide a more thorough examination.
- i) If the car owner refuses the optional teardown, the car shall be deemed illegal and the penalties described in paragraph (g) shall be invoked
- j) If the car owner refuses the initial post race inspection, the car shall automatically be deemed illegal and the penalties described in paragraph (g) shall be invoked.

TIRE SPECIFICATIONS

1. The only tires allowed in competition shall be the following:

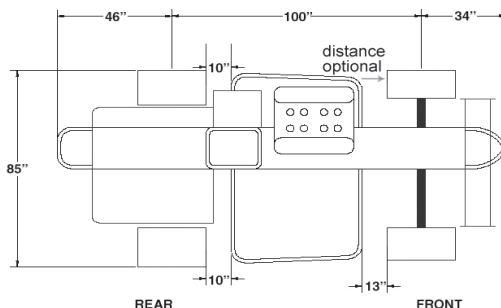
Left Front	Hoosier	11/24-15	Compound 2030
Right Front	Hoosier	13/25-15	Compound 2045
Right Front	Hoosier	26/13-15	Compound 2045
Left Rear	Hoosier	26.5/13-15	Compound M45
Left Rear	Hoosier	26/13-15	Compound M45
Left Rear	Hoosier	27/13-15	Compound M45
Right Rear	Hoosier	17/28-15	Compound M45

- 2. The left front will always be a 2030 compound and the right front and left rear will always be a M45 or 2045 compound. The right rear will always be a M45 compound.
- 3. There will be no limit as to how many tires you can purchase.
- 4. No chemical treating of tires to soften compound.
- 5. Any car found with an illegal compound or a tire chemically treated shall be disqualified. As a result all championship points and no prize money including tow money will be forfeited. Also, the owner and driver shall be disqualified from the next scheduled ISMA event.
- 6. The following requirements are also mandatory to be awarded points for any ISMA event:
 - a) Sponsor decals displayed on both sides of vehicle in a visible manner.
 - b) Sponsor patch(s) to be displayed in a visible area on driver's firesuit.
 - c) Sponsor neckband (if provided) to be worn by feature winner in victory lane.

CAR DIMENSIONS & BODY DESIGN

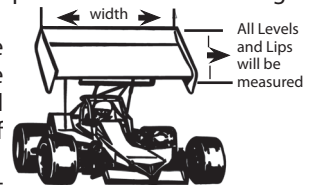
- 1. The wheelbase of a supermodified shall not exceed 100 inches, measured from the center of the front axle to the center of the rear axle.
- 2. The maximum overall width of a supermodified shall be 85 inches. This includes all portions of the car measured from the outermost point on the left side rim to the outermost point on the right side rim. No allowances.
- 3. No body panel of any material shall extend beyond the lower frame rails on all four sides of the supermodified.
- 4. FRONT SECTION - From center of front axle forward to the outermost portion of the front bumper.
 - a) Length of front section shall not exceed 34 inches.
 - b) Height of the front section shall not exceed the height of the top of the left front tire, measured from the ground to the highest body panel.

- c) Width shall not extend beyond the inside dimension of the tires.
 - d) Body sheet metal shall be a single stage surface.
 - e) Air foils mounted alongside the body between the frame and inside dimension of tires shall be allowed provided they are fixed and non-adjustable or moveable while on the track.
 - f) The front body panel or nose piece shall have a minimum 1 1/2 inch clearance from the ground on all three sides and must be a single stage.
 - g) Front Bumper is mandatory. It shall be made of steel with a minimum O.D. of 1 inch, it shall extend beyond all sheet metal body work, it shall have a minimum diameter of 4 inches inside the bumper at the outermost point, it shall have rounded corners, it shall not extend beyond the inside dimension of the tires, it shall have at least one vertical cross brace and it shall adequately protect body work from cutting another competitor's tire. The front bumper shall be double loop with a vertical. The top loop of the front bumper shall be no lower than 13 inches from the ground. Jacking device on bumper shall be no longer than 2 inches and shall point straight down.
5. REAR SECTION -From center of rear axle back to outermost portion of rear bumper.
- a) Length of rear tail section shall not exceed 40 inches.
 - b) Rear height shall not exceed 36 inches from the ground to the highest body panel. This includes auxiliary fuel cells. This rule with respect to auxiliary fuel cells shall be strictly enforced.
 - c) Rear width shall not extend beyond the inside dimension of the tires.
 - d) Rear bumper is mandatory and shall meet all of the same requirements as described in paragraph 4g above, except that the maximum height of the bottom loop of the back bumper from the ground shall be 10 inches and the bumper may extend to a maximum of 46 inches.
6. CENTER SECTION - area between center of the front axle to the center of the rear axle.
- a) Hood height from back of engine (or front portion of roll cage) to center of front wheels, may not extend higher than 1 inch above the engine valve covers. Hoods may be no wider than the inside dimension of the tires. Aircraft quality (lexan) windshield may be used. Windshield shall be no wider or higher than the front roll cage bars.
 - b) Side body panel shall not exceed shoulder level at the back of the roll cage. The body panels cannot encroach upon the driver. The body panels must allow a minimum 17" wide opening in the cockpit area around the driver. 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. No plexiglas or other transparent material shall be allowed on the side panels. For new cars being built, body panels must be made of aluminum except for nose cones and radiator shrouds.
 - c) The cockpit body work shall be no higher than the rear body height (36") and the driver shall have a minimum of 135 degrees unobstructed vision on each side (270-degrees total) while strapped in the car's seat with the cockpit body work in place.



In addition, 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 were needed to enter and exit the car.

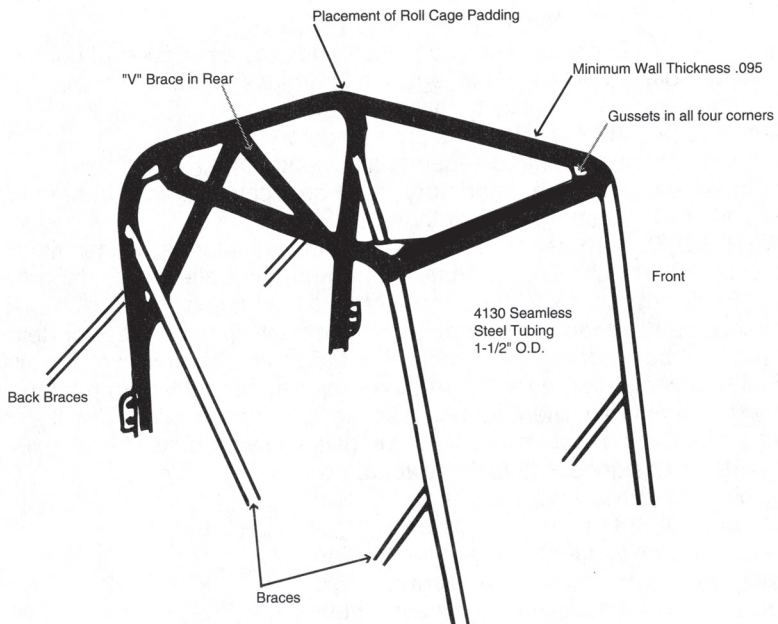
- d) A nerf bar shall be mandatory on both sides of the car. It shall be made of steel with a minimum O. D. of 1" and be within 1" of outside of tires on same side of the car, BUT not beyond the outer edges of the tires, shall extend to within 13" of the right front and 10" of both rear tires on the same side of the car in a length measurement and shall be at center line height of the tires on the same side.
7. Chassis extensions between front and rear tires only, with a one inch tolerance beyond the inside dimension of the tires. This excludes exhaust headers and nerf bars, which may extend out farther. No frame rails shall extend beyond the inside dimension of the tires.
 8. Full body panels shall be in place at all times while on the racing surface. Any body removal can be made only after approval of ISMA tech inspector.
 9. Body panels shall be changed or altered if tech inspectors feel there is a safety or visibility problem.
 10. The intent of these body rules is to provide for the construction of safe, aerodynamic, and attractive supermodifieds. Any car owner whose car does not fit this description shall be asked to make the necessary changes by tech inspectors.
 11. All supermodifieds shall be professional in appearance, with large and legible numbers of contrasting color displayed on the front nose, sides and rear of tail section. Minimum size numbers on the tail end of a supermodified shall be 12 inches high and not obstructed from view by rear bumper. No gold or silver numbers on dark colored cars. Cars are scored by their wing number and team cars must have distinguishably different colored numbers or wings to be scored accurately. Wing numbers are to be 19" tall and not made of reflective material.
 12. Wings are mandatory at all ISMA races. Any sheet metal panel which is not an integral part of the body is considered a wing.
 - a) Free standing top wing shall not exceed 24 square feet. Wings shall be measured on the contour plus the lip. This is a top surface measurement including all planes. All other air foils have to be an integral part of the body.
 - b) The side plates shall not exceed 24 inches in height and shall not extend more than 6 inches from either end of the wing. The side plates shall be fastened in such a manner that the driver is able to enter and exit the car quickly and safely.
 - c) Any bi-section of the wing must be fixed while racing.**
 - d) The wing shall not be mounted more than 24 inches above the roll cage and not more than 72" from the ground. This shall be measured from the lowest point on the underside of the wing to the top of the cage.
 - e) The wing mounted on the roll cage may extend to the outside dimension of the tires.
 - f) In the construction of the wing, wood, fiberglass, plastic, plexiglass and lexan shall not be allowed.
 - g) The mounting brackets on the wing shall be welded or bolted (not riveted) to a main brace inside the wing, or if the bracket is welded onto a steel or aluminum plate outside the wing, the plate shall be bolted (not riveted) to a plate of the same size and thickness reinforced from the main cross brace inside the wing. The wing shall be mounted using four anchor bolts or rod ends. A safety chain or cable of 3/16 diameter minimum is mandatory. This chain or cable must be fastened to the wing independently of the wing mounts. The safety of the wing construction and mounting shall be approved by the ISMA technical inspector.



- h) The wing shall be property of ISMA to promote its Series and Point Fund sponsors. The wing shall be professionally painted complementing the scheme of the car with at least a 19" car number on side panels and the center of the roof of the wing. Numbers shall not be made of reflective material. An 18" x 6" ISMA logo should be displayed on the upper front section of the wing. One ISMA logo per car will be supplied by ISMA. Additional logos may be purchased from ISMA as needed. An ISMA logo must be on the wing to obtain points.
- h). No cockpit controlled devices allowed to move the wing.

ROLL CAGE SPECIFICATIONS

1. Supermodified cars shall be equipped with a roll cage that cannot encroach upon an imaginary cylinder extending upward from the cockpit opening.
2. 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.
3. The top of the driver's helmet shall be completely below the bottom of the horizontal roll cage bars after bars are completely wrapped with safety approved roll cage padding. A four (4) inch distance between the top of the driver's helmet and the bottom of the horizontal roll cage bars is highly recommended. Tech should be able to slide a yardstick between roll cage and the driver's helmet. ISMA will not tolerate any part of the driver's helmet being above the bottom portion of the roll cage bars. Either the seat must be lowered or an extension added to the roll cage in order to be in compliance.
4. The roll cage shall be constructed of SAE 4130 seamless steel tubing with a minimum O.D. 1 1/2 inches and a minimum wall thickness of .095 . The roll cage shall be gusseted in all 4 corners.
5. A brace 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 brace shall be welded at least halfway up both



roll cage verticals (measured from the top frame rail just behind the roll cage to the top of the roll cage) and extend down to the top frame rails behind the roll cage at a minimum 30° angle.

6. No sharp edges shall be left anywhere on the roll cage.
7. The roll cage shall be equipped with a V-type or X-type brace behind the driver's head.
8. There shall be no sheet metal on the roll cage whatsoever.
9. Safety approved and manufactured (i.e. BSCI, Simpson, Longacre, Moroso, Revco) roll cage padding shall be used around all of the horizontal and rear vertical roll cage bars, including the V or X type brace behind the driver's head. It shall be securely fastened using glue, tape etc. and may be covered with an upholstery type material.
(The blackened area in the roll cage drawing (page 10) indicates where safety-approved padding shall be placed.)

FUEL & AUXILIARY TANKS

1. All supermodifieds shall be equipped with an approved fuel bladder or cell. No hard rubber cells or plastic cells allowed. All bladders or cells shall be fully enclosed inside a metal or fiberglass container. This rule shall be strictly enforced by ISMA.
2. Methanol shall be the only type of fuel allowed. Lubricating additives shall be allowed, but no power additives or ether of any type shall be allowed.
3. All cars shall use aircraft type fuel caps that are flush mounted to the top of the fuel tank on both rear and side tanks.
4. Flip top caps shall be allowed on oil sump tanks, but the latch shall be secured with a bolt or cotter key.
5. Side fuel cells shall be metal or fiberglass enclosed with adequate nerf bar protection.
- 6. One side fuel cell may extend to the outside edge of the tire. The tank shall be of a square or rectangular dimension, shall be mounted inside the nerf bar and shall be entirely below the top frame rail of the cockpit area. The existing sheet metal rules and left side weight percentage still apply.**
7. Any junction, surge or auxiliary tank built into the fuel system measuring over one gallon in capacity shall have a fuel bladder.
8. There shall be a check valve or PCV valve located in the fuel vent line.
9. Left side fuel cells shall be mounted inside the nerf bar and shall be entirely below the top frame rail of the cockpit area.
10. No fuel cells will be allowed next to the engine in the cockpit area.
11. If a front fuel cell is used, it must be adequately protected from the steering box and front suspension components in the event of a frontal impact. The fuel cell must be completely within the main frame rails of the car. The front fuel cell must be located in front of the foot box. Previously authorized front cell installations may be utilized following re-review by the tech team.

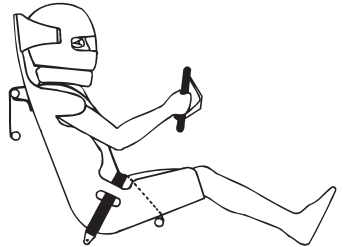
CHAPTER TWO

COCKPIT & DRIVER SAFETY

Seat showing
Lajoie Safer
System™
add-ons for added
support
and safety around
head area.



1. DRIVER SEAT - Driver seat shall be metal and provide support of both left and right sides from shoulders to the legs. No fiberglass or plastic seats.
 - a) Padded driver's seat is highly recommended.
 - b) Right and left shoulder supports are mandatory
 - c) Left and right padded head supports are mandatory.
 - d) Padded head rests are mandatory, shall be located directly behind driver's head and shall measure no wider than 10 inches.
2. DRIVER BELTS - Three inch driver seat belts, shoulder harnesses and crotch (anti-submarine) belts are mandatory and shall be bolted or fastened to the frame. Each belt shall be fasten separately to a common quick release type unit. Belts shall be replaced every three years. Any belt showing wear or deterioration shall not be allowed. The complete belt assembly shall be worn at all times while the driver is on the racing surface. Separate shoulder strap fastening is highly recommended. Sternum belt also highly recommended. Use the following illustration and recommendations for installing your belts:
3. LAP BELT is designed to hold the lower abdomen, hip and pelvic area back into the seat and to provide the majority of control in holding your body down into the seat bottom. The lap belt shall be mounted at a 45 degree angle to the spine no matter what inclination your seating position provides. Always allow the lap belt to lay across your lower abdomen and route smoothly all the way around the hips to provide as much distribution of weight as possible. The lap belt shall not be routed over the top of the sides of the seat. Lap belts are to hold your body, not the seat. It is important to route the lap belt through the slot provided in the seat, to provide proper distribution of pull.
4. SHOULDER HARNESS is the most abused belt in the harness system. Used improperly these belts will hurt you in a hard crash. Research indicates that back injuries (i.e. broken back, vertebrae damage from compression of the spine, tail bone breakage, etc.), shoulder and some neck injuries are directly attributed to shoulder harnesses being used improperly or improper seat design and not necessarily from the force of the impact itself. The main function of the shoulder harness is to hold your torso back into the seat. The shoulder harness shall be routed so they 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! 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. 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.
5. a) Fuel shut-off valve, ignition switch and fire bottle lever control shall be within reach of the driver when the driver is held into position by seat belts and harnesses.
 - b) Quick release part of steering wheel must be made of metal. Fuel shut-off should be marked clearly "off" and "on" and should be easily accessible to safety crews. Safety personnel shall familiarize themselves with all race car shut offs.



- c.) All cars shall have a **clearly marked** fuel shutoff outside of the driver compartment on the right side. Any other fuel shutoffs on the car should also be clearly marked.
6. All protrusions, brackets and bracing in the cockpit area (inc. roll cage) shall have smooth or rounded edges and if the driver is in close proximity to these items, they shall be protected with "ensolite" or equivalent material with a minimum thickness of 1/2 inch.
- 7. An engine kill switch built into the brake system is mandatory and shall be mounted so that it can be activated without having to move hands from steering wheel or feet from pedals. Secondary engine kill switches can be mounted in addition to the mandatory kill switch built into the brake system per the owner/driver preference.**
8. Driver's vision shall not be obstructed by engine components, injector stacks, auxiliary fuel tanks, body panels, etc. No mirrors allowed.
9. Cars shall be equipped with a safety toe strap fastened to the accelerator pedal which shall allow the driver to close the throttle manually, if necessary.
10. Build in on-board fire extinguishing system in the cockpit is mandatory. Release handle shall be located somewhere on the dash so that it is within reach of the driver and the safety crew. Each race team shall be equipped with a 5 lb. Or larger, fully charged, dry chemical fire extinguisher in their pit at every race meet. The extinguisher shall be in plain view and easily accessible. An open 5 gallon water container should be filled and available at each pit.
11. Radio communication between Race Director and driver is mandatory. Any competitor without a radio will be able to rent a radio from ISMA at \$50.00 per event. No two-way communication from the race car driver to the race director will be allowed. One way communication from the race director to the driver only. No other radio communication to the driver is allowed. The radio shall be mounted in a radio mounting case. They are no longer to be mounted with tie straps around the radio to the roll cage.
12. The driver shall wear the following protective racing apparel:
- a) **Full face helmet with proper fastenings and protective eye shield. It shall meet current Snell Foundation testing standards. Snell foundation numbers allowed are 2005 and above.**
 - b) Nomex hood or "clava" if not built into the helmet.
 - c) 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.
 - d) Fire retardant socks, underwear, gloves and shoes.
 - e) A safety approved neck and head restraint is required. (i.e. Hans device, etc.). A neck collar is not considered a head restraint.
 - f) Safety arm restraints fastened on forearm.
 - g) ISMA officials reserve the right to confiscate any safety equipment that is of a questionable nature. Examples: Helmet incurring major impact in a crash or by being thrown; firesuit with holes in material.
13. If a driver receives an injury requiring continuous medical attention from a physician or chiropractor, the driver shall be required to submit, in writing, a medical release on the attending physician's or chiropractor's letterhead and it shall be received by ISMA officials 24 hours prior to the next scheduled race meet in which the driver wishes to participate. Also, the driver shall demonstrate to ISMA officials, the ability to enter and exit the car quickly and safely before being allowed to compete.
14. 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.
15. Drivers shall be physically and mentally healthy in order to compete on any given race meet. ISMA officials may require a driver to submit a statement, in writing, on his attending physician's letterhead, attesting to the driver's fitness to operate a race car.

CHAPTER THREE

ISMA POLICY REGARDING USE OR POSSESSION OF ILLEGAL DRUGS OR SUBSTANCES

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

PROTEST & VIOLATION OF CAR SPECIFICATIONS

1. Only a registered car owner with his car in attendance may file a protest.
2. A car owner may protest only one car per race meet.
3. The protest shall be filed, in writing, before the preliminary events begin.
4. The protest shall explicitly state the car being protested and the particular specification that is being violated.
5. The person protesting shall sign the protest form and post \$500.00 Protest Fee per violation.
6. If the car under protest is in violation of the cited car specification, ISMA officials reserve the right to allow sufficient time for changes to be made. The protest fee shall be returned to the car owner filing the protest.

7. All cars shall be measured and visually inspected at each ISMA event by the technical inspector to make sure they conform to ALL car specifications.
8. After inspection, if there is a violation, the car owner shall receive a "Report Form" specifying the technical inspector's findings. ISMA officials shall also receive a copy of each Report Form issued.
9. The Report Form shall include the car being inspected, which of the car specifications are in violation, why the car does not conform and how long the car owner has to make the necessary changes.
10. On subsequent race meets the technical inspector shall follow up on all violations. If the necessary changes are not made within the specified time period the car owner is subject to disciplinary action and a fine shall be levied against the car owner as follows:

<u>Occurrence</u>	
First Offense	\$50.00
Disqualification after first offense.	

The fine shall be deducted from the car owner's winnings for that race meet.

11. 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.

CHAPTER FOUR

RACING & SCORING PROCEDURES

1. Cars being pushed off for the start of a race shall stay to the inside of the racing surface. No more than 5 laps shall be given to the drivers to find their starting spots. Any driver lagging behind to conserve fuel or speeding by the pace car to heat up tires and thereby delaying the start of the race shall relinquish his starting spot and be placed to the rear of the field. There shall be no scuffing of tires until the Race Director has given the OK to all the drivers through the One-Way Radios at which time he will give one lap to scuff tires before the white flag on restarts.
2. Cars being forced to the pits during pace laps prior to the start of a race shall be allowed to return to their starting spot provided the field has not been rearranged due to these cars pitting. If the starting lineup has been rearranged, these cars must start in the rear. If these cars are unable to return, the bubble cars shall be called in as replacements.
 - a) 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 ISMA officials.
3. 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 and replaced by the bubble car, but shall be allowed to return to the rear of the field provided the white flag has not been displayed.
4. For the start of all races, cars are to remain in their position until given the green flag. Penalty for passing or moving out of line before the green flag is waved shall be the loss of position on the track as described in paragraph 4c below.
 - a) If the front row is uneven at the start of the race, the race shall be yellow flagged and both front row cars shall receive a warning from the starter. If there is another "ragged" start, both front row cars shall be placed to the rear of all other cars and the second row shall then become the front row.
 - b) On a false start the green flag shall be given followed by a caution flag on the backstretch in order to avoid a first turn mishap.
 - c) All restarts after one completed lap shall be single file. If a yellow flag occurs on the first lap, it shall be deemed a complete double file restart. Once the white flag has been given on restarts after one completed lap, cars shall remain in single file and one behind the other until the green is given. The penalty for lining up offset or for passing under caution shall be the loss of position on the lap the penalized car is running. When a restart penalty has been imposed, the penalized car's crew shall be notified by the ISMA pit steward. On the next restart the penalized car shall be sent to the rear of the pack, but will not lose a lap. If there is no subsequent restart after the penalty has been imposed, the penalized car shall be scored to the back of all other cars on the same lap it was running at the end of the race. Should the restart, in the judgment of ISMA officials, be considered unfair, or unsmooth, the leader shall receive a warning from the starter. If there is another "ragged" restart, the leader shall be placed to the rear of the pack, on the lead lap.
5. 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. Offenders shall be disqualified.
6. Any car that, in the judgment of ISMA officials, deliberately stops on the racing surface or deliberately spins to cause a yellow caution period and then attempts to rejoin the race, shall be subject to a loss of laps or disqualification.
7. Any car not able to resume racing after a race is slowed or halted, shall be scored by the number of laps it has completed.
8. Any car which receives the white flag in any event is considered to have started the race and shall be paid accordingly. In the feature race prior to the white flag, if the

field is not complete, for any reason, consolation or bubble cars shall fill out the field in the scratch position provided that they are ready to be pushed off onto the track. In the event there are no bubble cars, a qualified car can enter the race at any time and shall be scored for the number of laps down while in the pits. In the event a car pulls off prior to the start of the race, the balance of the cars in that lane shall move up to close the vacated starting spot.

9. When a race is slowed or halted, any and all cars which necessitated the race to be slowed or halted shall be placed to the rear of the field in the order which they completed the last complete lap. But, a car that is initially involved in an accident and continues through the accident scene under its own power could, at the discretion of ISMA officials, return to its position just prior to the accident.
 - a) Cars which caused the yellow shall be placed to the rear of the field in the order in which they were originally scheduled to start the race if the accident occurs on the first lap.
 - 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 order for the number of laps completed. However, if another car pits during the same yellow flag situation and does not subsequently re-enter the race either, the two cars shall be scored as to how they were running in relation to each other on the last completed lap before the yellow flag.
 - c) A precautionary or "courtesy yellow" flag may be thrown for an impending crash, a car out of shape or other potential safety hazard. In this particular situation, the car or cars in question may not be penalized at the discretion of ISMA officials.
 - d) If the same car causes two caution periods in a preliminary race or three caution periods in a feature race, the car shall be subject to disqualification and removal from the racing surface.
 - e) If a race is slowed or halted because of adverse track conditions, no cars shall be penalized.

10. Any car that stops or stalls on the racing surface during a caution period unless asked to do so by an ISMA or Track Official even if not the cause of said caution or prolonging caution period will be penalized as determined by the race director which can include being sent to the pits or rear of the field.

11. In the event of a red flag situation, all cars shall stop as quickly and safely as possible at any point on the race track and away from the accident scene, leaving the very inside lane open for emergency vehicles. No crew member is allowed on the track surface until approved by ISMA Officials. If any crew member enters the track surface without ISMA approval, the car owner of that crew member shall be fined \$100.00. No work may be done on the cars while stopped on the track. Any cars worked on while on the track, during a red flag shall be disqualified. No refueling of cars while stopped on the track unless specified by ISMA officials. The pits shall remain closed under all red flags. If a car enters the pits and the red flag comes out, ISMA 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. 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.
12. Any car may go to the pits during a green or yellow flag situation. The car may re-enter the race under its own power during race conditions ONLY if the host track has a sufficient starting strip in the pit area and a safe entrance path onto the speedway. There shall be no push trucks allowed on the racing surface during competition. The car may return to the track during any yellow flag situation at the rear of the field.

The car shall be charged with all laps lost while it was out of competition. If the track is equipped with an infield starting strip and, after pitting, a car re-enters the race in the middle of the pack on the green flag lap, it shall be scored as "down one lap".

a) 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.

b) After qualifying for the feature event, the left rear and right rear tires must be stenciled. You must start the race with these tires. If a stenciled tire is changed for any reason you must use another stenciled tire from a previous race and start in the rear. If a new tire is put on you will be penalized one (1) lap and start in the rear. Any altering of stencils on the tires will result in disqualification. No points, no money issued.

c. If you have a flat tire (s) or if a tire(s) /wheel(s) is damaged or deemed unsafe by an ISMA official on the racing surface, you may change the flat/damaged/unsafe tire(s) with a previously stenciled tire on that caution period. If you change a tire(s), the tire(s) must go directly to an ISMA Official. Any tire(s) not given to an Official will be determined not to be flat/damaged/unsafe and the car will be penalized one lap. You may NOT change any other tire that is not flat/damaged/unsafe on that caution without a 1 lap penalty for each addition tire you change. No grace tire allowed.

d) 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.

13. If the promoter adds additional cars to the field (other than option cars) and they are extremely slow, erratic or unable to maintain a consistent groove, they shall be black flagged off the race track.
14. When the white flag is displayed for all starts and restarts, all caution lights shall be turned out. If the caution lights come on and the flaggers show the caution flag during the "white flag lap" it means that you shall NOT receive the green on the next time by the starter. You shall slow down, stay in line and receive further instructions from the Race Director.
15. 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 ISMA inspector before it can be scheduled in another race.
16. After 70 caution laps in a 50 lap race have been run, all cars shall be stopped and shall be allowed to refuel. No other repairs shall be allowed without returning to the pits. The number of caution laps run shall be counted by ISMA officials and is not subject to protest. Only 2 crew members per car shall be allowed on the racing surface to refuel. There shall be no refueling provisions for preliminary events, except an unusual situation. During all refueling the driver must be out of the car. The only exception will be during a green or yellow flag situation in a feature event, at which time the driver may remain in the car as long as a crewman has a fire extinguisher in his hand, pointed at the car.
17. All races shall be run until the advertised distance is covered by the lead car. In the event of a yellow flag after the checkered flag, the cars which did not complete the race under the green flag shall be scored in the order in which they completed the last complete lap. Cars which caused the yellow flag shall be placed to the rear of the order.
18. Following the completion of scoring for a complete racing program, the official rundown shall be posted.. All protests shall be made within 15 minutes and shall be in writing on the official ISMA protest form available at the trailer. Only the owner or driver filing the protest may enter the trailer to question the results.
19. During the protest period, owner or driver under the influence of intoxicating beverages or drugs of any kind, shall NOT be allowed to protest the results of the race.
20. Any competitor deemed driving in an erratic, unsportsmanlike manner or disobeying

- race procedures, qualifying procedures or flagging rules shall be subject to disciplinary measures by ISMA officials.
21. The car owner is responsible for the conduct of his entire race team, including the driver. Professional conduct is expected from each race team while on the speedway premises. If an altercation occurs between a competitor (owner, driver or crew member) and a track official or between competitors on the speedway premises, which results in physical assault, the competitor(s) directly involved shall be subject to arrest and the car and/or driver subject to suspension at the discretion of ISMA officials. The Board of Directors will make a decision prior to the next race.
 22. If an altercation occurs between two competitors (driver, owner or crew member) at a sanctioned event which results in physical violence, one or both competitors shall be subject to disciplinary action at the discretion of ISMA officials.
 23. Rainout and/or postponement procedures shall be mutually agreed upon by the ISMA Officers and the track promoter at the time such rainout and/or postponement occurs.
 24. No practice will be allowed at any track we compete at the week before the racing event.

CHAPTER FIVE

RACE PROCEDURE FOR ISMA'S

TIME TRIAL RACES AND/OR LONGER DISTANCE RACES

1. TIME TRIALS (if used at an event): Upon registering for time trials, all owners must decide which number each individual car will run that evening. A car may only attempt to time trial once. A driver may withdraw his time and attempt to qualify in another car, therefore the car in which he originally timed, may start last in the next qualifying race with a different driver. Each car shall be given two laps under time. The faster of the two laps will be used. In the event of a tie, the second lap shall be used to break the tie. If both laps for two or more cars are identical, the tie breaker will be whoever turned the lap's times first. A spin or stall on either of the time laps cancels out that particular lap. Competitors missing their qualification attempt or waving off the green flags shall be allowed to take one lap after all other competitors have been given a qualification attempt. If more than half the time trials are run before cancellation because of weather or unforeseen conditions, ISMA officials will decide what format will be used for that event's qualifying procedure. If less than half the field qualifies, the times may be scrapped and an alternative procedure may be decided upon. The Race Director will indicate whether any warmups or group warmups shall be held prior to time trials.
2. In all qualifying races, competitors should fuel for a total of 80 laps.
3. Any car not taking a time trial will be placed in the rear of the qualifying races.
4. If a driver is qualified through time trials, but elects to run a different car after qualifying lineups are established, then he must run last in the qualifying races and one additional car will be taken out of the qualifying races. If a driver is qualified, but declared out for the night immediately after time trials (but before qualifying lineups are established), the next fastest time trialer will be moved up into a qualifying position.
5. The consolation or last chance race shall start heads up from the results of the heat races and cars qualifying through the consi shall start behind all other qualified cars in the feature.
6. The I.S.M.A. option rule will be used for every event.
7. A driver must start the feature in the car in which he qualified. Relief driving will be allowed in the feature only as long as the driver is registered with I.S.M.A. The car must come to the pits and start at the rear of the field.

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

CHAPTER SIX

HANDICAPPING PROCEDURES

1. Cars will only have a maximum of two numbers. There will be NO duplicated numbers allowed.
2. ISMA officials shall issue numbers on a first-come, first-served basis determined by the date the car owner files for an ISMA membership. In order to maintain a car number for the upcoming season, the car shall have competed in at least 50% of the shows during the past season and the car owner shall request the number on his registration form by February 1st of the upcoming season.
- 3. For all ISMA sanctioned races the following handicapping procedures shall apply for non-time trial races:**
 - a) For handicapping purposes points are awarded to cars competing in an ISMA Event as follows: 1 point for a first place finish, 2 points for a 2nd, 3 points for a 3rd, and so on. Should a car be absent from any ISMA sanctioned event 1 point will be awarded to that car for each missed event.**
 - b) All heat races will be handicapped based on handicapping points from the last 3 ISMA races run. New owners will only have to start in the rear for one ISMA event. All cars that are not handicapped start behind the handicapped cars. If you go to a race and you don't take any hot laps, you will not start in your handicapped position in the heat. You will start at the rear of the heat.**
 - c) The top 12 from the three heats shall be inverted in the feature based on the handicapping points from the last three ISMA races run.**
 - d) The consi shall start heads-up from the results of the heat races and cars qualifying through the consi shall start behind all other qualified cars in the feature.**

e) In order to have your handicap position in the heat races, your time must be within ½ second of the 4th fastest car based off practice times.

4. Cars considered extremely slow, erratic, ill handling or having new, inexperienced drivers may be requested by ISMA officials to relinquish their assigned starting spot in the heats or feature and start in the rear of the field. ISMA officials may also request that the car come off the race track after completing one green flag lap.
5. A driver may compete in the heat races with his regular car and his backup car provided he reports to the ISMA handicapper at the time of the draw for heat lineups. Each car shall be a different number and shall be handicapped separately. If the driver finishes in a qualifying position with both cars, the driver shall choose which car shall be entered into the next race. After making this decision, the car not chosen shall be scored as last in the heat and all the cars in that heat finishing below this qualified car, shall move up one position receiving the corresponding qualifying spot. Car numbers can not be changed for that event.

CHAPTER SEVEN

QUALIFYING PROCEDURES

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

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

2. Everyone entering the pit area shall purchase a pit pass and sign the liability release for each ISMA race meet. This is required for participant insurance coverage.
3. All cars shall pass a pre-race technical and safety inspection before they are allowed to run.
4. Each car and driver combination shall register with the handicapper before entering into competition at each race meet. Any changes in registration of car and driver combinations at a race meet shall be made to the handicapper and shall be governed by all rules of handicapping and qualifying procedures.
5. Any car which has been judged to be mechanically fit, appears from the pre-race technical inspection to meet all car specifications, is registered for the current racing event, and has a registered approved driver is eligible to be placed into competition.
6. All new drivers competing with ISMA for the first time shall report to the Chief Pit Steward to be briefed on general driving procedures before going onto the racing surface. Failure to abide by this procedure shall result in the disqualification of the car.
7. Only registered drivers scheduled to drive in competition at each ISMA race event shall be allowed on the track at any time unless given special permission by Chief Pit Steward. Anyone starting a car in the infield shall be buckled in with helmet and gloves on.
8. Any car may qualify for the feature race by competing in a heat or a consolation race.
9. A driver shall qualify the car he drives in the feature.
 - a) When a qualified car becomes mechanically unfit to race and is called "out for the night" the driver may qualify another car in the consolation race.
 - b) When a driver of a qualified car becomes physically incapable of driving, the car he qualified may be requalified in the consi for the feature race by another driver.
 - c) If a driver wants to qualify another car in the consi even though his car is qualified and able to run, he shall relinquish the position of the car already qualified to be

- eligible to qualify the other car. In all cases, the additional qualifying spot shall be taken out of the consi, if one is run.
10. There shall be no substitution of feature cars before or during any race. Any qualified cars unable to compete shall be replaced by consolation cars only or by the ISMA provisional car option as outlined in paragraph 13 below.
 11. Relief driving shall be allowed only after the feature event has started. No relief driving during preliminary events. If there is a driver change during a red flag situation the car shall be brought to the pits and start at the rear of the field upon returning to the track.
 12. All cars shall start in their assigned position unless prior notice has been given to the track steward. If starting position changes are made prior to the event, a new lineup of all cars shall be made before racing is started.
 13. Provisional car option for 2011-2013 ISMA events:
 - a) One provisional car shall be added to the advertised field using the ISMA option.
 - b) In order to be eligible to enter a feature race via option, a car (owner) must have accumulated a minimum of three (3) option points during the current season. Driver and owner must be ISMA members. (The top 20 cars from the previous season will be awarded three (3) points at the beginning of the new season).
 - c) Cars will be selected in order of current point standings. (First race by last year's final standings), and will be limited to the top 20 cars as determined by ISMA.
 - d) An ISMA option can be used only once during a given season.
 - e) A car eligible to use the option must make every effort to qualify in preliminary events.
 - f) In case of a tie in point standings for the ISMA option, the first tie breaker is option points earned during the season. The second tie breaker is the previous season point standings.
 - g) A car accumulates option points by simply participating in ISMA events. One point for each event at which a car receives tow money or prize money.
 - h) A car will be penalized one (1) option point for each ISMA event at which it does not participate. A car will accumulate penalty points to a maximum of all points previously earned. Under no circumstances shall a car's option points total be less than zero.
 - i) Only option points earned prior to an event may be used toward an option at that event. An option point earned for an event can only be used toward future events.
 - j) After the checkered flag drops for the consi, you have 15 minutes to make your decision on whether to use your option for that night. After the 15 minutes are up, the next owner in line to use the option will be asked.
 - k.) If you are the first bubble car and also the option car you must decide which one you will use. If you decide on the option the next non-qualified car in line become the first bubble car. You cannot change the decision.
 14. A "rookie" shall be defined as a driver who has qualified for three features or less in any previous year and for more than three features in the current year. Rookies must register with ISMA by June 1 of each year to be eligible for any rookie program. Final determination will be made by ISMA officials.

CHAPTER EIGHT

FLAGGING RULES

WHITE FLAG: Cars shall receive white flag one lap prior to the start and restarts of all race and one lap prior to finish of all races.

GREEN FLAG: Shall be waved as the lead cars come off the 4th turn down the front chute for the start of all races. On restarts the green shall be given as determined by the ISMA officials.

RED FLAG: Shall be displayed in the event of a serious accident on the race track. All cars shall stop as quickly and safely as possible at any point on the race track and away from the accident scene. Leave the very inside lane open for emergency vehicles.

YELLOW FLAG: Shall be displayed in the event of a minor accident or spin. All cars shall proceed at a reduced speed in single file. The pace car shall pick up the leader. All yellow flag laps shall be counted for fuel consumption.

BLACK FLAG: Shall be displayed to bring cars in off the race track for consultation.

CHAPTER NINE

ISMA AND THE RULE BOOK

1. The rules, specifications and procedures set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements.
2. No express or implied warranty of safety shall result from publication of or compliance with these rules, specifications and procedures and-or subsequent modifications. They are intended only as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, crew members, spectators, race officials or others.
3. All specifications and regulations contained herein are subject to deletions, additions and-or modifications by directives contained in subsequent publications issued by ISMA or verbal directive of ISMA officials without prior notification.
4. ISMA reserves the right to reject any car or driver entry on the basis of noncompliance with this Rule Book.
5. ISMA reserves the right to change the number of cars entered in any race, the number of races in any race meet and the number of laps in any race, at any time.
6. The use of equipment not available to all participants at each ISMA event shall be subject to approval by ISMA.
7. If a car is in violation of any car specifications, ISMA reserves the right to impound the component or that portion of the car that is in question for further examination.
8. ISMA officials reserve the right to impound any car involved in a personal injury accident of any kind for up to 72 hours from the time of the accident.
9. When a competitor is "subject to disciplinary action at the discretion of ISMA officials" one or more of the following penalties could be invoked.
 - a) Monetary Fine
 - b) Race Disqualification
 - c) Lap Penalties
 - d) Position Penalties
 - e) Handicapping Penalties
 - f) Suspension From Competition
10. All drivers and car owners shall release and relinquish to ISMA any and all rights to publish, produce, copyright, duplicate or reproduce in programs, newspapers, periodicals, or upon hats, jackets, patches, decals, T-shirts, sweatshirts and any other novelty items, photos and drawings of their likeness or their race cars, written articles about them or by them and any other such item of every name and nature which may

have originated from or be related to the ISMA events. Further, if any event to which this Rule Book applies, is filmed, televised, videotaped or publicized, all drivers and car owners understand that such telecasting, filming, videotaping or publicizing may be done in such a manner as ISMA may see fit, and ISMA shall have the right to use the names of the drivers and car owners in connections therewith and such telecast, film, video or publicity or any future use thereof, shall in no way be construed as a violation of the driver's or car owners' privacy and no compensation therefor shall be due or payable to the drivers and car owners from ISMA.

11. THE ELECTED OFFICERS OF ISMA AND THEIR APPOINTED PERSONNEL SHALL BE RESPONSIBLE FOR THE ORDERLY CONDUCT OF SANCTIONED EVENTS AND IN ALL MATTERS OF INTERPRETATION OF THE ISMA RULE BOOK, THEIR DECISIONS ARE FINAL AND BINDING.
12. BY FILING FOR AN ISMA MEMBERSHIP, IT IS DEEMED THAT THE PARTICIPANT AGREES TO BECOME FAMILIAR WITH THESE RULES, SPECIFICATIONS AND PROCEDURES AND TO ABIDE BY ALL THE TERMS AND CONDITIONS SET FORTH HEREIN OR PRESCRIBED SUBSEQUENTLY BY THE INTERNATIONAL SUPERMODIFIED ASSOCIATION BOARD OF DIRECTORS OR ELECTED OFFICERS.

CHAPTER TEN

PRE-ENTRY FEE

In 2011 - 2013 the \$50.00 pre-entry fee will be used. ISMA needs this fee in order to be aggressive in obtaining a full field of supermodifieds at each race event.

1. The \$50.00 entry fee must be postmarked 2 weeks prior to an event. This allows us to do pre-entry advertising.

ISMA CHAMPIONSHIP POINT SYSTEM

HEAT RACE POINTS

Finish.....	Points
1.....	10
2.....	8
3.....	7
4.....	6
5.....	5
6.....	4
7.....	3
8.....	2
9.....	1
10+.....	1

**There are no points for a consolation race.

ADDITIONAL POINTS

Leading a lap	5
Leading Most Laps.....	5

ISMA FEATURE POINTS

Finish.....	Points
1.....	200
2.....	188
3.....	181
4.....	174
5.....	167
6.....	162
7.....	157
8.....	152
9.....	147
10.....	142
11.....	139
12.....	136
13.....	133
14.....	130
15.....	127
16.....	124
17.....	121
18.....	118
19.....	115
20.....	112
21.....	109
22.....	106
23.....	103
24.....	100
25.....	100
26.....	100
27.....	100
28.....	100
29.....	100
30.....	100

- 1. Participants at an ISMA event will earn points through the heat and feature point systems. In the event of a rainout, all participants in attendance will receive 50-show up points. Any other situation will be voted on by the ISMA Board of Directors.**
2. Points are given to car owners only. If a driver of one car is also the car owner of another car, and he competes with both cars, the points shall be awarded separately. If one car owner has two cars and two drivers, and puts both cars in competition, points shall be given to each car separately. If one car owner has two cars, but only one driver, car substitutions shall be permitted and the owner points shall be cumulative. If one car owner has two cars but only one driver he must choose which car he will qualify (heats, time trials, etc.), he must indicate what number each car shall compete with at that particular ISMA event. At that time no number swapping of cars will be allowed.
3. If an owner owns 2 or more cars, prior to the posting of heat lineups, he must declare the specific number of each car. At that time no switching of numbers can occur for that ISMA event.
4. If a car owner borrows another car to gain points for an ISMA event, he must use that particular car for the remaining ISMA season. If he switches back to his/her car he/she will forfeit the points accumulated for the ISMA event that the owner used the borrowed car. The ISMA Board of Directors shall make a decision on any questionable car ownership.

ISMA CHAMPIONSHIP AND AWARDS

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

NOTES...

CHAPTER 11

ISMA RULES ADDITIONS, CHANGES OR MODIFICATIONS

Request Procedure - Rules Committee

See listing page 3.

1) All requests of additions, changes or modifications to ISMA rules must be submitted to a member of the Rules Committee using this form. Any member may submit a request, however, if the submitter is not a car owner, the submitters request must be endorsed by a car owner to receive consideration. All requests will be responded to in writing with an explanation of reasons for acceptance or denial.

2) I suggest the following _____ Addition _____ Change _____ Modification to ISMA Rule # _____ Page # _____ of the ISMA rule book.

(attach extra sheet if needed)

3) My reason for requesting this change: _____

(attach extra sheet if needed)

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

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

Signed _____

Print Name _____

Endorsement of Car Owner _____ Car # _____