



2016

Rule Book

Midwest Supermodified Association

Specifications for the 2016 Season

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

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

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

1) CHASSIS and COMPONENTS

- a) The Supermodified frame or chassis shall be made of material comparable to or of 4130 seamless steel tubing and shall have adequate tubular cross bracing throughout the structure. The main frame rail and roll cage shall have a minimum O.D. of 1-1/2" and a minimum wall thickness .095. The cross braces shall have a minimum O.D. of 1-1/2" and a minimum wall thickness of .095 in cockpit area and .065 elsewhere.
- b) No aero or streamline tubing is allowed on any bolt on suspension component at any time. Aero tubing as part of other bolt on components may be allowed with MSA Technical Inspector approval. Aero tubing may be welded in as part of the main frame. Any aero or aero-like tubing that is determined by the MSA Technical Inspector to be an aerodynamic advantage will be required to be covered by roll cage padding. It is highly recommended that aero tubing not be used at all on the supermodified chassis.
- c) No titanium chassis components are allowed. Titanium valves, retainers, rear end lower shafts, and all fasteners are allowed.
- d) The front axle shall be made of steel only. The rear axle shall be steel or aluminum. If an aluminum axle tube is used, the manufacturer's standard I.D. and O.D. must be maintained. No turning of the I.D. or O.D. for the purposes of weight reduction is allowed.
- e) It shall have 4 wheels with 2 rear wheel drive and front wheel steering. No four wheel drive, four wheel steering, or rear wheel steering shall be allowed.
- f) The 4 wheels shall be located in the standard positions: left front, right front, left rear, and right rear.
- g) The cockpit shall be located within the wheel base.
- h) The car shall have 4 wheel hydraulic brakes. Dual master cylinders are mandatory. Rotors shall be made of steel and iron only.
- i) A safety chain or similar device shall be fastened to torque arm, if used.
- j) All Supermodifieds shall be equipped with a hook, plate, or loop mounted near the center of gravity of the car capable of supporting the entire weight of the car. This device shall be welded to the frame and/or roll cage so the vehicle can be lifted into the air by a tow truck. A corner of the roll cage or frame will not qualify as a tow loop. No muffler clamp like devices allowed.
- k) Wet cell batteries shall be allowed provided they are securely fastened to the frame inside the main frame rails and outside the driver compartment and shall have a protective covering to prevent spillage of acid in the event of an accident. The approval of the covering shall be determined by the MSA Technical Inspector.
- l) No articulating chassis or active suspensions shall be allowed.
- m) No carbon fiber components or wood related products allowed.
- n) No adjustable controlling device will be allowed by the driver while in the cockpit. This includes, but is not limited to, weight jackers, adjustable shocks, panhard bar, or wing devices. Brake bias and fuel adjustments are allowed.
- o) All cars will have 4 shock absorbers (2 for front suspension and 2 for rear suspension). Shocks must be gas/hydraulic type and must not have more than 2 external adjusters (1 for compression, 1 for rebound).
- p) Maximum cost per shock absorber is \$1000 retail price, and the shock must be available to any competitor at that price.
- q) If the right side of the frame next to the leg and foot box area is 18"W x 12"H or larger, an "X" brace is required. Areas under 18"W x 12"H only require a diagonal but an "X" brace is recommended.

2) ENGINE SPECIFICATIONS

- a) The engine in the Supermodifieds shall be an American made cast iron V-8 (including truck blocks) with 2 valves per cylinder and only one spark plug per cylinder. Big block engines shall not exceed 481 cubic inches of displacement. Small block engines shall not exceed 412 cubic inches of displacement
- b) The engine shall be mounted in the standard position; front of engine facing front end, back of engine facing the rear end.
- c) The drive line shall be run directly from the engine to the rear end. No transfer case assemblies, transmissions, or hydraulic couplings of any kind shall be allowed. Rear end shall be standard style quick change. No reverse rotation or front load quick change is allowed.
- d) The engine shall be located in the front of the cockpit, but engine offset is allowed.
- e) The entire engine shall be located within the front 2/3 of the wheelbase, which is measured from the center of the front wheel to the center of the rear wheel.
- f) All Supermodifieds, small and big block, shall use an approved head for competition purposes. For small blocks only, all cast iron heads are approved. All heads shall have standard port location for intake and exhaust, and have standard engine manufacturer's type (Chevrolet round port, D-port, C-port, and big block bow tie, Dart, Brodix, Brownsfield) with standard engine manufacturer's valve covers, valve angle, location, placement, and standard intake port configuration. No raised runner, no raised head, no SB2's. The following list of heads, although not an all inclusive list, are specifically NOT approved: Chevrolet Pro Stock, Hemi, overhead cam, Pontiac, Buick, Oldsmobile, Brodix-12, Chevrolet big block with evenly spaced intake ports, or any head that has a raised intake port. Canted valve heads are not permitted for any GM divisions' small block engine. Only 23 degree heads are acceptable. It is recommended that competitors check with the MSA officials regarding approved heads. No welding is permitted on the head runners, ports, or intake manifolds which would allow or result in port relocation.
- g) The pistons shall be made of steel or aluminum.
- h) Dry sump oil system ONLY allowed.
- i) The crankshaft shall be made of steel.
- j) The connecting rods shall be made of steel. No titanium or aluminum rods allowed.
- k) It is highly recommended that a 3/4 inch inspection hole be located in the oil pan for purposes of checking for steel rods. This will eliminate having to remove the oil pan to perform this inspection.
- l) No timed injection or injections identified as such shall be allowed. Turbochargers, superchargers, nitrous oxide, and oxygen injection set ups shall not be allowed. Only one injector nozzle and one injector line per cylinder. Only cast, one piece and three piece injection manifolds permitted. Injection unit shall have only one butterfly per cylinder. Maximum throttle bore size shall be 3" with a 1/16" cleanup allowed. Fuel shall be injected through fuel injection system and not through the head. No adapter plate or spacers between the injection manifold and heads shall be allowed.
- m) Ignition systems with external coil or spark box may be used provided the coil or box is mounted out of the driver's reach while strapped in the car. Only one MSD style ignition box per car is allowed. No crank triggered ignition systems allowed. Traction control devices of any kind are NOT allowed. Ignition components may be inspected at any time by the MSA Technical Inspector.
- n) The drive shaft shall be made of steel only and painted white for ease of visibility. Two drive shaft loops are required.
- o) No antifreeze shall be allowed in radiator.
- p) There shall be a firewall between the engine and driver. A steel or aluminum plate of at least 1/8" thick shall be adequately bolted to the frame between the engine and the driver. Additionally, the entire area separating the driver from the engine compartment and any other source of hot liquids shall be sealed to prevent burns of any type. A firewall between driver and rear fuel tank is highly recommended.
- q) All cars shall have a pan below the engine compartment. This "belly pan" shall be a size, shape, and material capable of holding the entire liquid contents of the car's engine.
- r) All exhaust pipes shall run into a common collector on each side.
- s) All cars shall run a fully functional, approved type muffler that is unaltered from the manufacturer (EX, Lobek, Schoenfeld, Stahl, Thrush). No homemade mufflers or baffle systems allowed.
- t) **The projected goal is 7500 RPM. The way we will achieve is through a Gear Rule Specific by track:**
 - **Lorain = 506 (was 511)**
 - **Midvale = 536 (No Change)**
 - **Sandusky = 453 (was 471)**
 - **Toledo = 436 (was 448)**
 - **Mansfield = 443 (was TBD)**
 - **Will be viewed when directed to stop @ designated agreed upon location on track for tach check.**
 - **Can be over on RPM if specified final drive ratio is correct or less than for specific track.**

3) WEIGHT

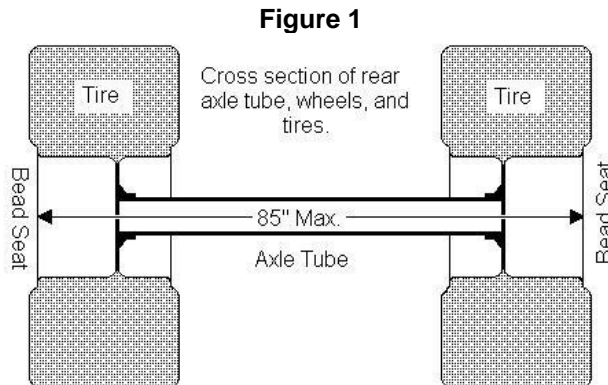
- a) **The minimum weight of a (big block) Supermodified with wing shall be 2050 at the inclusion of any portion of a race event (time trial, heat, feature, etc.). This weight will include the driver with all racing gear.** The minimum weight of a Small Block with wing shall be 1850 with driver or 1650 lbs without driver. The maximum left side weight percentage shall be 67.99%. All supermodifieds must meet the total weight and left side percentage rule at all times while in competition including but not limited to time trials, heats, B-Main, and feature. Supermodifieds may be checked at any time to verify compliance with this rule. Each car shall be weighed with driver and there should be no allowance for fuel.
- b) Add-on or bolt-on weight shall be allowed provided it is securely fastened in between the frame rails and is approved by the MSA Technical Inspector. No shot or small particle weight is allowed.
- c) No in car weight jacking devices shall be allowed.
- d) No modifieds, limiteds, sprinters, or cars identified as such shall be allowed to compete with the supermodified division.

4) TIRES – WHEELS

- a) Wheels shall be made of steel, aluminum, or magnesium.
- i) Minimum thickness for aluminum wheels shall be 0.160" with a 1/2" center section. Minimum thickness for steel wheels shall be 0.115" with a 3/8" center section that is at least 7" in diameter.
 - ii) No carbon fiber wheels allowed.
 - iii) No bead locking devices allowed.
 - iv) No clip on wheel weights allowed. The wheel weight shall be fastened inside the outer edge of the wheel and fully taped.
 - v) No welding or epoxy may be used to repair the center section of any wheel.
- b) The only tires allowed in competition shall be Hoosiers.
- c) Tire sizes are as follows:
- | | | |
|--------------|------------|------|
| Left Front: | 11/24-15 | 2030 |
| Right Front: | 13/25-15 | 2045 |
| | 13/26-15 | 2045 |
| Left Rear: | 13/26-15 | M45 |
| | 13/26.5-15 | M45 |
| | 13/27-15 | M45 |
| Right Rear: | 17/28-15 | 2045 |
- d) No chemical treating of tires to soften compound allowed.

5) CAR DIMENSIONS and BODY DESIGN

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



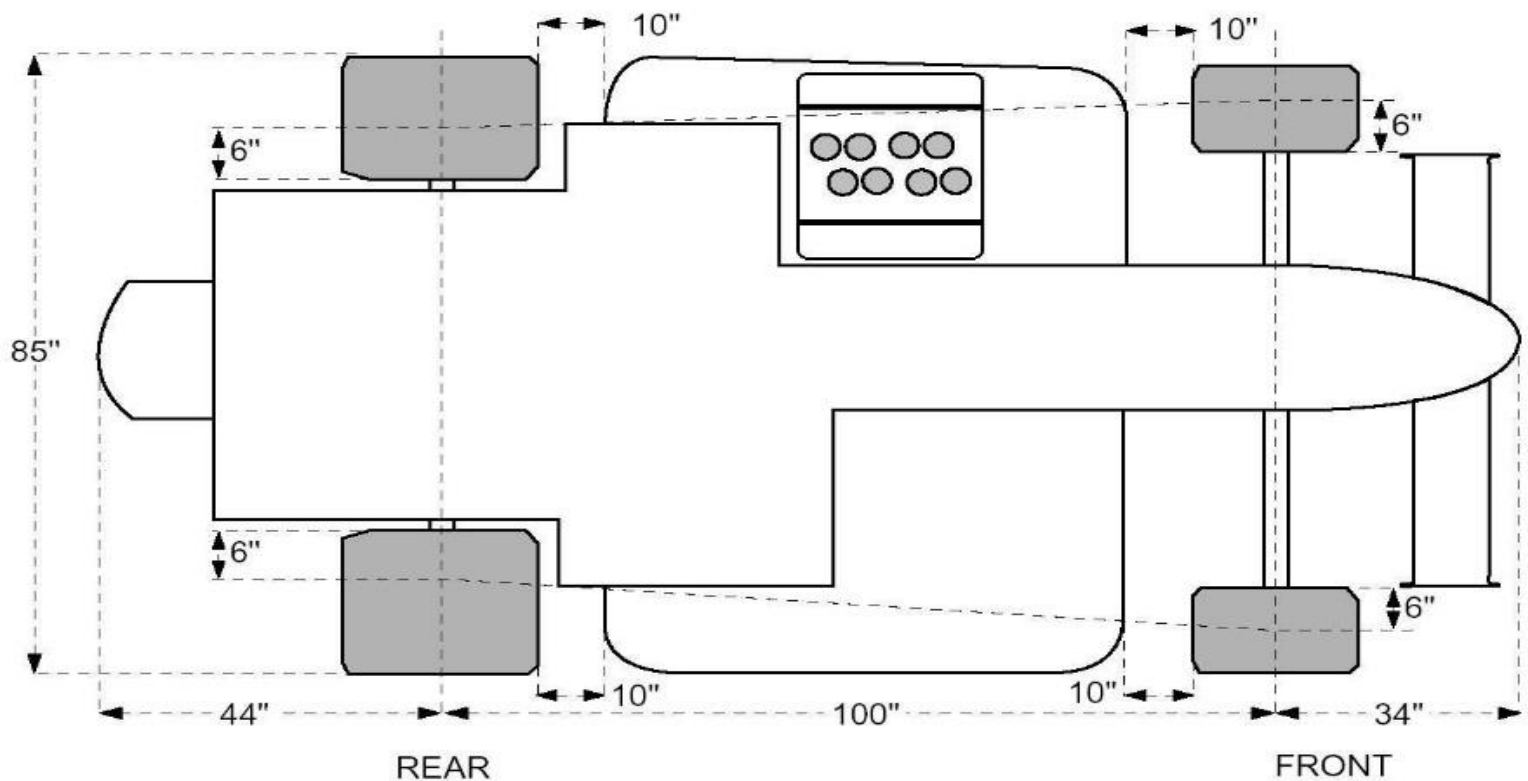
The maximum overall width of a Supermodified shall be 85 inches measured from the left, outer bead seat to the right, outer bead seat. This includes all portions of the car. No allowances. (see figure 1) No fan cars, boxing, tunneling, or ground effects are allowed. No body panel of any material shall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

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

5) CAR DIMENSIONS and BODY DESIGN (Continued)

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

Figure 2



5) CAR DIMENSIONS and BODY DESIGN (Continued)

- d. **UNDERBODY / BELLY PANS** – All cars shall be equipped with a belly pan. Following same rule as ISMA.
- i) The underbody/belly pan must be fastened securely to the bottom of the frame rails and shall not be positioned above the frame rails to gain aerodynamic advantage.
 - ii) The entire underbody/belly pan must extend from the left side lower frame rail to the right side lower frame rail and from the front frame rail or cross member (diagonals) closest to the front axle to the rear roll hoop with no openings or interruptions. The maximum width of the underbody/belly pan is 22.0 inches. If the outside edge of the lower frame rails is less than 22 inches the underbody/belly pan may extend beyond the frame rails to a maximum of 22.0 inches with the 22 inch width centered with the main frame rails. Frames designed with a taper in the planform view (top view-front to rear) will use the center of the frame rails in the tapered sections to establish the centerline for the underbody/belly pan measurement. At all points along its length the centerline of the underbody/belly pan and the centerline of the frame must coincide.
 - iii) Any surface which extends forward of the front main frame must be flat, in the same plane as the underbody/belly pan, and not exceed the 22 inch width of the underbody/belly pan.
 - iv) If the underbody/belly pan extends forward of the main frame the extended portion must be less than 3 inches in length unless it provides a continuous surface to the nose cone and must be the same width and shape as the nose cone.
 - v) The maximum the underbody/belly pan may rise in the span from the outermost portion of the front bumper to 6 inches forward of the outermost portion of rear bumper is a total of 3 inches. This total is obtained by measuring the amount the underbody/belly pan will rise above a straight bar held longitudinally along the bottom side of the reference plane.
 - a. Reference Plane: The reference plane is defined as the plane extending from the back of the engine (or bulkhead at that location) and extending rearward to the rear roll hoop. The lower frame rails underbody/belly pan are required to be flat from front to rear and across the frame in this area.
 - b. Example: If the underbody/belly pan rises 1 inch forward of reference plane at its highest point it is allowed to rise a maximum of 2 inches rearward of reference plane at highest point up to 6 inches forward of the outermost portion of rear bumper.
 - vi) Any surface which is rearward of the rear roll hoop but is forward of rear axle centerline must not exceed the underbody/belly pan width and must be aligned with the underbody/belly pan. Any surface which is rearward of the axle centerline must not exceed the underbody/belly pan width and must terminate 6 inches forward of the outermost portion of rear bumper.
 - vii) Vertical panels extending below underbody/belly pan anywhere between the outermost portion of front bumper to 6 inches forward of the outermost portion of rear bumper are prohibited. No skirting, channeling, tunneling or redirecting of air.
 - viii) Flaring the bottom of the vertical panels between the upper and lower frame rails to meet the underbody/belly pan is acceptable. Vertical panels meeting with the underbody/belly pan will not extend beyond the 22 inch maximum width.
 - ix) Fuel cells mounted above or within the main frame rails, and any panels, extensions and other surfaces facing the ground must conform to all of the above underbody/belly pan rules.
 - x) Rub strips made to prevent contact of the frame with race surface are allowed to extend below the frame rail by not more than 3/8 inch. Rub strips designed with the intent to channel air are prohibited.

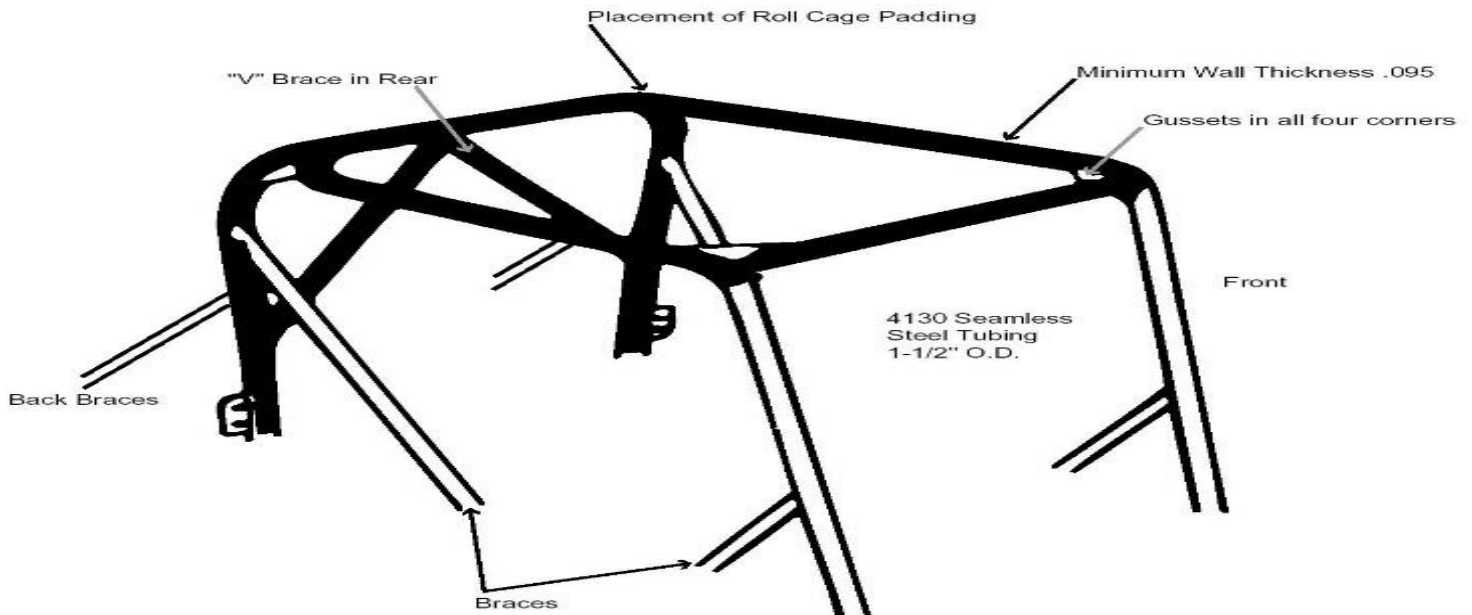
In simpler terms:

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

6) ROLL CAGE SPECIFICATIONS

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

Figure 3

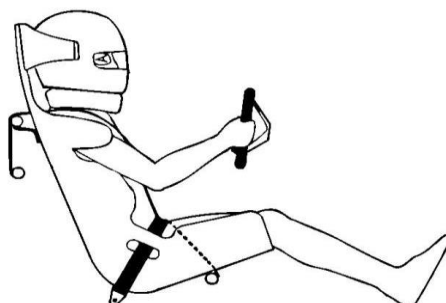


- a) The roll cage shall be incorporated as part of the frame construction and shall be adequately braced to secure it in an upright position. It is recommended that roll cage uprights extend to the bottom frame rail.
- b) The top of the driver's helmet shall be completely below the bottom of the horizontal roll cage bars after being wrapped with safety approved roll cage padding. A four (4) inch distance between the top of the driver's helmet and the bottom of the horizontal roll cage is highly recommended.
- c) The roll cage shall be gusseted in all 4 corners.
- d) A brace made of the same material as the roll cage shall be welded on both the left and right side rear roll cage verticals on the top frame rails behind the roll cage. The brace shall be welded at least halfway up both roll cage verticals (measured from the top frame rail just behind the roll cage to the top of the roll cage) and extend down to the top frame rails behind the roll cage at a minimum 30 degree angle.
- e) The roll cage shall be equipped with a V-shaped or X-shaped brace behind the driver's head.
- f) There shall be no sheet metal on the roll cage whatsoever.
- g) Safety approved and manufactured (i.e. BSCI, Simpson, Longacre, Moroso, Revco) roll cage padding shall be used around all of the horizontal and rear vertical roll cage bars, including the V or X type bracing behind the driver's head. No pipe insulation allowed. It shall be securely fastened using glue, tape, etc. and may be covered with an upholstery type material. (The blackened area in the roll cage drawing indicates where safety approved padding shall be placed) **(see figure 3)**

7) COCKPIT AND DRIVER SAFETY

- a) **RADIOS** - RADIOS ARE MANDATORY. ONE WAY RECEIVE FROM RACE DIRECTOR ONLY. ANY COMMUNICATIONS BETWEEN PIT CREW AND DRIVER WILL RESULT IN COMPLETE DISQUALIFICATION and LOSS OF POINTS FOR THE SEASON. RADIO MUST BE ON AND FUNCTIONING AT ALL TIMES WHEN CAR IS ON TRACK, INCLUDING WARM UP SESSIONS – NO EXCEPTIONS. MSA IS NOT RESPONSIBLE FOR PROVIDING DRIVERS WITH RADIOS. MAKE SURE YOU ARE PREPARED WITH SPARE EQUIPMENT INCLUDING BATTERIES.
- b) Radios mounted outside of the cockpit must be mounted in a radio mounting case. The use of tie wraps or tape to attach radio directly to the roll cage will not be permitted.
- c) **DRIVER'S SEAT** - The driver's seat shall be metal and provide support of both left and right shoulder to the legs. NO fiberglass or plastic seats.
- Driver's seat shall be padded.
 - Cockpit shall have left and right padded head supports.
 - Padded head rests are mandatory, shall be located directly behind the driver's head, and shall measure no wider than 10 inches.
- d) **HEAD AND NECK RESTRAINT** - Head and neck restraint devices are MANDATORY. Restraints used must be from a list of restraints approved by the Midwest Supermodified Association. Approved devices include, but are not limited to: Hutchens Device, HANS Device, D-Cel Harness, and the Simpson Head and Neck Restraint. It is recommended that head and neck restraints be replaced every 2 years. For 2011 all head and neck restraint devices must meet SFI Specification 38.1.
- e) **DRIVER'S BELTS** - No belt dated older than 2 years for nylon (SFI Spec. 16.1) and 5 years for polyester (SFI Spec. 16.5) will be acceptable. BELTS MUST HAVE VALID MANUFACTURER'S DATE ON THEM – BELTS WITHOUT A VALID DATE WILL NOT BE APPROVED – NO EXCEPTIONS. Three inch driver seat belts, shoulder harness, and crotch (anti-submarine) belts are mandatory and shall be bolted, or fastened to the frame. Each belt shall fasten separately to a common quick release type unit. Belts shall be replaced every three years. Any belt showing wear or deterioration shall not be allowed. The complete belt assembly shall be worn at all times while the driver is on the racing surface. Separate shoulder strap fastening is highly recommended. Sternum belt also highly recommended. Use the following illustration and recommendations for installing belts. (see figure 4)

Figure 4



- f) **LAP BELT** - is designed to hold the lower abdomen, hip, and pelvic area back into the seat and to provide the majority of control in holding your body down into the seat bottom. The lap belt shall be mounted at a 45 degree angle to the spine no matter what inclination your seating position provides. Always allow the lap belt to lie across your lower abdomen and route smoothly all the way around the hips to provide as much distribution of weight as possible. The lap belt should not be routed over the top of the sides of the seat. Lap belts are to hold your body, not the seat. It is important to route the lap belt through the slot provided in the seat, to provide proper distribution of pull.

7) COCKPIT AND DRIVER SAFETY (Continued)

- g) SHOULDER HARNESS - The shoulder harness shall be routed so they pass over the tip of the shoulder, and traverse at a 90 degree angle to the spine no matter what the inclination your seating position provides. This allows you to provide the proper tension required to hold your upper body back into the seat without taking your breath! The belts shall not run down your back below shoulder height before crossing through the shoulder harness slot in the seat and shall not run across the bony structure at the perimeter of the shoulder as damage will result. The shoulder belts should be routed through the holes provided in the seat and across the cage tube to provide the best control of location of the belt. The SHOULDER HARNESS is the most abused belt in the harness system. Used improperly, these belts will hurt you in a crash. Research indicates that back injuries (i.e. broken backs, vertebrae damage from compression of the spine, tail bone breakage, etc.) shoulder, and some neck injuries are directly attributed to shoulder harness being used improperly or improper seat design and not necessarily from the force on impact itself. The main function of the shoulder harness is to hold your torso back into the seat.
- h) Fuel shut off valve and ignition shall be within reach of the driver when the driver is held in position by seat belts and harness. Fuel shut off should be marked clearly "off" and "on" and should be easily accessible to safety crew.
- i) Quick release part of steering wheel must be made of metal.
- j) All protrusions, brackets, and bracing in the cockpit area (including roll cage) must have smooth or rounded edges and if the driver is in close proximity to these items, they shall be protected with "Ensolute" or equivalent material with a minimum thickness of 1/2 inch.
- k) An engine kill switch that does not require hands to be removed from the steering wheel is mandatory. The kill switch must be one of the following:
 - i) Momentary kill switch on the toe strap.
 - ii) Pressure type kill switch built into brake system.
- l) Secondary engine kill switches can be used in addition the mandatory kill switch required in section 7-k above per the owner or driver preference.
- m) No mirrors allowed.
- n) Cars shall be equipped with a safety toe strap fastened to the accelerator pedal which shall allow driver to close the throttle manually, if necessary.
- o) A throttle stop mounted at the accelerator pedal that prevents the manifold throttle linkage from going over-center is required.
- p) Built-in on board fire extinguishing system in the cockpit is mandatory. Release handle shall be located somewhere in the cockpit so that it is within reach of the driver and safety crew.
- q) The driver shall wear the following protective apparel:
 - i) Full face helmet with proper fastening and protective eye shield. The helmet must meet Snell Foundation standard SA/K2005 or SFI rating 31.1/2005.
 - ii) Fire retardant uniform or "fire suit" properly fastened at neck, wrists, and ankles. Fire suit must be double layer at a minimum and must be made of Nomex, Kevlar, or Carbon-X. SFI 3.2A/5 required at a minimum for all new driver suits after 2005 season.
 - iii) Fire retardant socks, long sleeve underwear, gloves, shoes, and nomex hood.
 - iv) Safety arm restraints are mandatory.
- r) Any time a car is fired or driven – the driver in the cockpit must be utilizing all of the safety equipment listed above. Any violation of this rule will be subject to a fine of \$50. Repeat violations will result in the driver not being allowed to race.

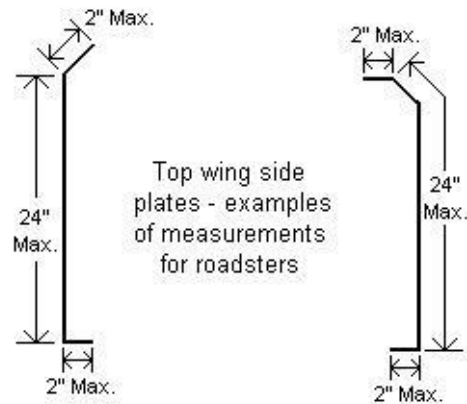
8) FUEL AND FUEL TANKS

- a) All Supermodifieds shall be equipped with an approved fuel bladder or cell. No hard rubber cells or plastic cells allowed. All bladders or cells shall be fully enclosed inside a metal container. This rule shall be strictly enforced.
- b) Methanol shall be the only type of fuel allowed. Lubricating additives shall be allowed but no power additives shall be allowed. Although not an all inclusive list, strictly prohibited are such materials as oxygen, nitrous oxide, nitromethane, and propylene oxide.
- c) All cars shall use aircraft type fuel caps that are flush mounted to the top of the fuel tank on both rear and side tanks.
- d) Screw on or flush mount caps only shall be allowed on oil sump tanks.
- e) Side fuel cells shall be metal or fiberglass enclosed with adequate nerf bar protection and shall be entirely below the top frame rail of the cockpit area. Side cell must meet 6" rule.
- f) On cars with multiple fuel cells, one cell must be identified as the primary cell and all others are auxiliary cells. Fuel must flow only from the auxiliary cell(s) to the primary cell. No fuel may flow from any source back into the auxiliary cells.
- g) No more than 3 fuel cells are allowed.
- h) If a front fuel cell is used, it must be adequately protected from the steering box and front suspension components in the event of a frontal impact. The fuel cell must be completely within the main frame rails of the car. The front fuel cell must be located in front of the foot box.
- i) Any junction, surge, pickup, or auxiliary tank built into the fuel system measuring over one gallon in capacity must have a fuel bladder.
- j) There shall be a check valve or PCV valve located in the fuel vent system.
- k) There shall be a main shutoff on fuel line from bottom of rear tank. It shall be mounted on the right side of the car and clearly marked.

9) WING SPECIFICATIONS

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

Figure 5



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

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

- a) **ILLEGAL DRUG DEFINITION:** Illegal drugs are those substances defined and prohibited by state and/or federal law.
- b) **GENERAL PROHIBITION:** Possession or use of illegal drugs and drug substances as defined above, is prohibited in any form, by any participant at MSA events, either on the speedway grounds, or in any area considered to be used in the operation of MSA events, such as parking lots or any other properties.
- c) **PARTICIPANT, DEFINITION:** A participant is any person taking part in any MSA 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 MSA auto racing events, with full understanding that he or she shall abide by the rules and regulations established and published and/or announced by MSA. All participants are considered to be responsible for their personal conduct.
- d) **VIOLATIONS & PENALTIES:** Any person found to be in possession of or under the influence of an illegal drug or drug substance at an MSA 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 MSA officials:
 - i) Any participant who is formally charged by a court of law with an illegal drug violation, upon notification to the Competition Director by that agency, shall be suspended from all forms of participation at all MSA sanctioned races until such time as charges are fully adjudicated through the legal process.
 - ii) Any participant convicted of a formal drug charge by such process of law shall be prohibited from taking part in any MSA sanctioned race for a period to be determined by the Competition Committee, from date of conviction.
- e) Regarding the use of alcohol in the pits:
 - This applies to all Owners, Drivers, Crew Members, and any Fans associated with race teams.**
 - i Basically car owners and/or crew chiefs are responsible for everyone associated with their race team.
 - ii No Drinking in the Pits is applicable up until MSA has taken the feature checker flag for the night.
 - iii Any individual(s) caught drinking prior to MSA completing racing event, will immediately be escorted off the premises and no refund will be given for your admission into speedway.
 - iv A fine will be issued to car owner.
 - v MSA Officials will be enforcing this rule.
- f) **APPEAL AND HEARING:** Any participant suspended for violation of these rules shall be granted a hearing by the MSA officials, provided the suspended participant requests such a hearing, in writing, within 14 calendar days of the date of suspension. It is the responsibility of the suspended person to make such a request if a hearing is desired.
REINSTATEMENT: A participant suspended for drug violations as outlined above, except in the case of a person charged with selling drugs, may, as the result of a decision reached through the hearing process, detailed above, be reinstated, if it is mutually agreed that the participant—at his or her own expense—shall produce documentation from a licensed physician, certifying that he or she is drug independent, as a result of random and periodical examinations and urinalysis testing, made at the request of MSA officials.

11) PROTEST & VIOLATION OF CAR SPECIFICATIONS

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

12) TIRE PROCEDURE

Change Points from 2014 highlighted in YELLOW.

This reverts back to 2013 Tire Rules, except 12c Rule addition: “the LF can only be new at the start of the event”

- a) For the purpose of this section, qualifying is defined as time trials, heat races, and a consi if used.
- b) At qualifying, each car shall have the tires marked or labeled by MSA officials in a manner or fashion they deem appropriate (stencil, stamping, painting, branding, etc.) Each event’s mark or label may be different in appearance and shall remain on the tire at all times. Only MSA markings will be allowed. Tires stenciled by other sanctioning bodies will not be counted as stenciled tires.
- c) MSA **and ISMA** stencils the RF, RR, and LR tires. The new tire rules below apply only to the RF, RR, and LR tires. The LF tire is always a “freebie” – however – the LF can only be new at the start of the event (for qualifying), you cannot start a heat or feature on a brand-new sticker LF.
- d) At the first two MSA race events of the year, three new tires (one per corner, ie: RF, RR, and LF) will be stenciled.
- e) Each race thereafter, only two (2) NEW tires will be stenciled when you qualify. The other tire must be previously stenciled. Due to special circumstances, MSA officials may make an exception to this rule and designate other races during the year where three new tires will be allowed.
- f) Any competitor who does not have a previously stenciled tire available for the race must notify the MSA Technical Inspector before hot laps start. A used tire that is subsequently run through both hot lap sessions will be stenciled as the previously stenciled tire for that race event. The hot laps must be run at speed (no “Sunday” driving) and will be monitored by the appropriate MSA Official.
- g) Anyone new after the first two races can start only two (2) NEW tires. The other tire must be used and stenciled as described in section 12-f above. If no suitable used tire is available, a new right rear tire only may be run through both hot lap sessions and stenciled as described in section 12-f above. This rule does not apply if the race is designated to allow three new tires as stated in section 12-e above
- h) You must start the feature on the tires you qualify with.
- i) If a tire is changed for any reason, it shall be replaced only with a tire that has been previously stenciled, marked, or labeled (for the first event only, a used but unlabeled tire may be used) and the car must start at the rear of the heat race or feature - whichever comes next. If a new, unmarked, or unlabeled tire is used, the car shall lose one (1) lap and start on the tail of the field.
- j) Once a car has qualified, no tire may be changed unless it is determined to be damaged or unsafe to race on by an MSA Official. The replacement of the tire must comply with section 12-i above.
- k) After one lap of the feature has completed, a car may change a tire for any reason. The replacement of the tire must comply with section 12-i above.
- l) When a car attempts to qualify, it may have up to two (2) new tires stenciled, marked, or labeled by track officials. If a car does not use two (2) new tires, the unused portion or waived cannot be transferred or deferred to the next event.
- m) Any car found with an unmarked or unlabeled tire, illegal compound, transferred or reproduced markings, or labels or markings or labels not placed on tires by MSA officials shall be disqualified and the owner and driver shall lose all points earned for that event and the owner shall NOT receive any prize money for that event.

13) RACING AND SCORING PROCEDURES

- a) Cars 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.
- b) 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
- c) 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 MSA officials.
- d) 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.
- e) At the beginning of a race, the front row shall receive TWO (2) attempts at a clean start. If a clean start has not been achieved after the second attempt, the front row must go tail.
- f) The penalty for jumping a restart is going back TWO (2) spots on the next yellow. Should there not be a yellow between when the jump occurred and the end of the race the guilty party will still be scored two positions behind where he finished on the track, however, the driver will get credit for the number of laps completed.
- g) 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.
- h) 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.
- i) 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.
- j) Any car that, in the judgment of MSA 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) 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.
- l) Any car which takes the initial green flag in any event is considered to have started the race and shall be paid accordingly
- m) 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 MSA officials, return to its position just prior to the accident.
 - i) If the incident occurs on the first lap, the race shall be reset as a complete restart utilizing the original starting lineup (including the cars involved in the incident). Any car visiting the pits shall forfeit their starting spot and rejoin the field at the tail upon coming out of the pits.
 - ii) If a car, which caused the yellow flag situation, cannot restart or does not subsequently re-enter the race, it shall be placed at the rear of the last lap the car completed. However, if another car pits during the same yellow flag situation and does not subsequently re-enter the race either, the two cars shall be scored as to how they were running in relation to each other on the last completed lap before the yellow flag.
 - iii) 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 MSA officials.
 - iv) 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.
- n) If a race is slowed or halted because of adverse track conditions, no cars shall be penalized.
- o) In the event of a red flag situation, all cars shall stop as quickly and safely as possible at any point on the race track and away from the accident scene, leaving the very inside lane open for emergency vehicles.
 - i) No crew member is allowed on the track surface until approved by MSA Officials. If any crew member enters the track surface without MSA approval, the car owner of that crew member shall be fined \$100.00.
 - ii) No work may be done on the cars while stopped on the track. Any cars worked on while on the track, during a red flag shall result in a one lap penalty. No refueling of cars while stopped on the track unless specified by MSA officials.
 - iii) The pits shall remain closed under all red flags. If a car enters the pits and the red flag comes out, MSA 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.

13) RACING AND SCORING PROCEDURES (Continued)

- iv) After the accident or situation that caused the red, is under control, the yellow lights will be turned on and any car may be taken to the pits and work on the car resumed. Cars will be restarted in the order of the last completed lap for cars remaining on the track, followed by cars in the order in which they return to the track from the pit area.
- p) Any car may go to the pits during a green or yellow flag situation. The car may re-enter the race under its own power during race conditions ONLY if the host track has a sufficient starting strip in the pit area and a safe entrance path onto the speedway. There shall be no push trucks allowed on the racing surface during competition. The car may return to the track during any yellow flag situation at the rear of the field. The car shall be charged with all laps lost while it was out of competition. If the track is equipped with an infield starting strip and, after pitting, a car reenters the race in the middle of the pack on the green flag lap, it shall be scored as "down one lap". On a restart (at tracks where a car is unable to re-enter under green), once the leader receives the white flag, a car shall not be allowed back onto the racing surface from the pit area.
- q) 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.
- r) Courtesy laps may be given at the discretion of MSA officials to repair damage that occurred on the race track. Courtesy laps will only be given once to any given car for all damage that occurs during one incident.
- s) If any car is extremely slow, erratic or unable to maintain a consistent groove, they shall be black flagged off the race track.
- t) 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.
- u) 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 MSA inspector before it can be scheduled in another race.
- v) Cars shall fuel for the number of laps stated at the driver's meeting at each race (typically 105 laps) All laps (race and caution) will be counted by MSA officials once the first car is pushed off and are not subject to protest. Cars may be allowed to refuel during any red flag condition at the discretion of the race director. Additionally, if the total laps run (race and caution) approach the total laps fueled for, the race director may issue a "refuel" red flag during which cars may be refueled. No other repairs shall be allowed without returning to the pits. Only 2 crew members per car shall be allowed on the racing surface to refuel. There shall be no refueling provisions for preliminary events, except an unusual situation
- w) 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.
- x) Any challenges or objections to the final race finishing order, as established by the scorers, shall be made WITHIN TEN (10) MINUTES after pit steward has received the final finish. Challenges or objections shall be presented to any MSA official, who in turn should pass the challenge to the race director and head scorer. Ten minutes after the pit steward has the race finish, the finish shall be made official provided that there are no pending challenges or objections.
- y) 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.
- z) 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 MSA officials.
- aa) 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 MSA officials. The MSA officials will make a decision prior to the next race. aa) To pursue a verbal or physical confrontation and/or engage in fighting will result in a \$200.00 fine per occurrence. That fine will be deducted from that team's racing pay out for that event.
- bb) 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.
- cc) Rainout and (or) postponement procedures shall be mutually agreed upon by the MSA officials and the track promoter at the time such rainout and (or) postponement occurs.
- dd) All series, race, and contingency sponsor decals must be placed on the car at the positions determined by the MSA Race Director.

13) RACING AND SCORING PROCEDURES (Continued)

- ee) 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 MSA officials 24 hours prior to the next scheduled race in which the driver wishes to participate. Also, the driver shall demonstrate to officials the ability to enter and exit the car quickly and safely before being able to compete.
- ff) 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.
- gg) Drivers shall be physically and mentally healthy in order to compete on any given race meet. MSA 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. MSA officials reserve the right to disqualify any competitor deemed "unfit to race" by track medical personnel.
- hh) The post race inspection results as determined by the MSA Technical Inspector are considered final and not subject to protest. No disassembly, re-assembly, and re-measurement of any post race specifications is allowed unless requested by the MSA Technical Inspector. Violation of post race inspection specifications or refusal to comply with any post race inspection procedures will result in disqualification.

14.) Scoring & Handicapping Procedures

a) General Provisions

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

b) Qualifying Rules

- i. All MSA sanctioned races shall use time trials to set the qualifying for the event.
- ii. Each entry will get a push off lap (from the pits to the flag stand), one warm up lap, one timed green flag lap, one timed white flag lap, and one cool down lap after the checkered. This will provide two qualifying times per entry.
- iii. Each entry will be credited with the lesser (faster) of the two times.
- iv. In the event of a tie in qualifying times the greater (slower) lap shall be compared to break the tie.
- v. In the event that we cannot time trial at a racetrack (due to weather or time constraints), the top 12 in points will be inverted for the heat line up. The remaining cars shall be staggered between the heats in descending order of points. Cars that do not have any points will draw pills for the final spots in the heats. The feature inversion will follow regular procedures to generate a random inversion number, then, the top 12 in points will again be used as criteria for the overall feature starting lineup.

c) Break Out Rules

- i. At events where there are time trials, a break out rule shall be in effect at all times. Breaking out shall be defined as the leader of a race completing ANY TWO (2) LAPS of a heat race or ANY THREE (3) LAPS of a feature UNDER 3/10 (THREE-TENTHS) SECOND OF THEIR QUALIFYING TIME. Upon breaking out, caution (yellow) will bring the field under control, and the guilty party shall have to go to the tail of the field. The faster of the times that broke the driver out shall be used as the new time for that entry's qualifying time.
- ii. THE FINAL TWO LAPS OF ANY RACE are exempt from the Break Out Rule.
- iii. The fastest SIX (6) entries, as judged by qualifying times, are exempt from the Break Out Rule.
- iv. If the times for the fastest TWELVE (12) entries are within ½ second of each other, there will be no Break Out Rule for the entire event.

d) General Inversion (Handicapping) Rules

- i. Heat and feature inversions will use original qualifying time trials as criteria to set the line up.
- ii. To be eligible for an inversion position (heat or feature), an entry must be qualified WITHIN ONE SECOND OF THE FOURTH FASTEST CAR QUALIFIED. Should a feature inversion candidate not be within one second of the fourth fastest car qualified, that entry shall start at the tail of the inversion.
- iii. For Heat Races: Entries not making the heat race inversion shall start behind the inversion cars based on their qualifying time, evenly staggered between each of the heats.
- iv. For The Feature: Entries not making the feature inversion shall start behind the inversion cars in the order in which they finished the heat races (and B-Main, if applicable).
- v. To be eligible for the feature inversion, an entry must have completed every lap its heat race.
- vi. 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.

14.) Scoring & Handicapping Procedures (Continued)

- e) TWO Heat System – To be used with car counts of TWENTY (20) or fewer – Fast Heat / Slow Heat
 - i. Heat 1 (“Slow Heat”) shall be comprised of the slowest half of the field. The entries in Heat 1 shall be fully inverted (provided that they are within one second of the fourth fastest overall car qualified). Entries missing time trials shall start last in Heat 1
 - ii. Heat 2 (“Fast Heat”) shall be comprised of the fastest half of the field. The entries in Heat 2 shall be fully inverted (provided that they are within one second of the fourth fastest overall car qualified).
 - iii. In the event of an odd number of entries, Heat 1 will receive the additional entry
 - iv. The feature inversion shall be TWELVE (12)
 - v. The inversion cars shall be selected first from the finishing order of the Fast Heat, then the finishing order of the Slow Heat.
 - vi. Entries making the inversion will get their qualifying time back to use as criteria to line up the feature.
 - vii. Entries not making the inversion will start behind the inversion, in the order of their heat race finish, as follows:
 - (1) Cars finishing their respective heat races (Fast Heat, then Slow Heat).
 - (2) Any cars not taking the checkered flag of their heat race (in order by qualifying time).
- f) THREE Heat System – To be used with car counts of TWENTY-ONE (21) to THIRTY (30)
 - i. After the completion of TIME TRIALS, an inversion die shall be thrown to determine the heat race inversion. The die shall be thrown by the fastest qualifier.
 - a. If the die comes up #1 or #2, the heat inversion shall be TWELVE (12).
 - b. If the die comes up #3 or #4, the heat inversion shall be FIFTEEN (15).
 - c. If the die comes up #5 or #6, the heat inversion shall be EIGHTEEN (18).
 - ii. The fastest qualifier shall start in Heat #3
 - iii. The feature line up shall be determined as follows:
 - a. Heat finishers (1-4) from each heat shall constitute the TWELVE (12) car feature inversion.
 - b. Heat finishers (5-6) from each heat shall constitute positions (13-18) of the starting grid.
 - c. Heat finishers (7-X) from each heat shall go into the B-Main (starting straight up in the B-Main, based on the finish of the heat races).
 - d. The B-Main finish will be used to determine the remainder of the starting line-up (starting straight up, based on the total number of cars permitted to start the feature event).
 - e. Option cars, if applicable, shall be added after the B-Main.
- g) FOUR Heat System – To be used with car counts of THIRTY-ONE (31) or greater
 - i. The Heat Race Inversion shall be SIXTEEN (16)
 - ii. The fastest qualifier shall start FOURTH in Heat #4
 - iii. If the car count is excessively high, MSA Officials may opt to run one or two B-Main races.
 - iv. The feature line up shall be determined as follows:
 - a. Heat finishers (1-3) from each heat shall constitute the TWELVE (12) car feature inversion.
 - b. Heat finishers (4-5) from each heat shall constitute positions (13-20) of the starting grid.
 - c. Heat finishers (6-X) from each heat shall go into the B-Main (starting straight up in the B-Main, based on the finish of the heat races).
 - d. The B-Main finish will be used to determine the remainder of the starting line-up (starting straight up, based on the total number of cars permitted to start the feature event).
 - e. Option cars, if applicable, shall be added after the B-Main.

15) Points

- a. Points shall be awarded in the following fashion (See Table Below)
- b. In the event of a tie in points, the following procedure shall break the tie:
 - i. Number of feature wins for the season
 - ii. If a tie still exists, number of heat wins for the season
 - iii. If a tie still exists, average qualifying position for the season

-	Feature	Qualifying	Heats	Show Up
1	50	15	No Points Will Be Awarded For Heats	20 for all entries
2	48	14		
3	46	13		
4	44	12		
5	42	11		
6	40	10		
7	38	9		
8	36	8		
9	34	7		
10	32	6		
11	31	5 for all other positions		
12	30			
13	29			
14	28			
15	27			
16	26			
17	25			
18	24			
19	23			
20	22			
21	21			
22	20			
23	19			
24	18			
25	18			
26	18			