



Southern Sportsman Modified Series 2023 Rules/Regulations

General Rules:

- A. The Rules and/or Regulations for the Southern Sportsman Modified Series (SSMS) are set but do not express or implied warranty of safety from publication of or compliance with Rules and/or Regulations. These rules are intended as a guideline for the conduct of the Southern Sportsman Modified Series and are in no way a guarantee against injury or death to participants, spectators, or series officials.
- B. The Rules and Regulations will apply to all SSMS events and the SSMS officials shall have full authority over the series sanctioned events, and in the event of any questionable calls, the series officials will make the final decision.
- C. SSMS officials have full authority over series sanctioned events.
- D. All cars are subject to inspection prior to the start of any SSMS event by the assigned series Technical Director.
- E. SSMS officials have the right to request the removal of any illegal/suspicious parts found in pre race inspections.
- F. All series decisions are final and the drivers will not be able to continue competition until the issued penalties, fines, and/or suspension has been served.

Safety Rules:

Safety Rules for the SSMS will be followed the same as CRUSA Modified Sportsman.

- A. Safety is the primary responsibility of the RACER!!
- B. Series recommends Drivers have a SFI-Approved full fire suit (top and bottom), gloves, and shoes. Full Fire Suit (top and bottom or one-piece) is required (SFI rating optional, but highly recommended).
- C. Snell rated SA2010, SA2015, SA2020 full-face helmet required.
- D. Series recommends the use of a head and neck restraint system, but is not required.
- E. Series recommends 5 lb. halon fire system.



- F. All cars must have a kill switch within easy reach of the driver, and clearly marked "Off" and "On".
- G. All cars must have a quality fuel cell with roll over valve(check valve) in fuel cell vent. 8. Minimum three(3) inch wide, two(2) inch if using head and neck restraint, SFI-Approved five point safety belts, mounted securely to the roll cage. (Recommend belts be no more than two years old.)
- H. Any pre-race technical/safety inspection and car or equipment deemed unsafe by officials will result in not being allowed to compete. Official's decisions are final!
- I. All track specific general safety rules or requirements will apply at all times to all participants(i.e. window nets, gloves, door plates, head and neck restraints, etc.) at that track.
- J. RaceCeiver one way radios are REQUIRED at every sanctioned event. Failure to have a RaceCeiver(or equivalent one-way device) could result in disqualification. Malfunction of such device (i.e. dead battery, ear phone failure, etc.) will not constitute any penalty.
- K. NO two-way radios, cell phones, or other communication devices will be allowed. RaceCeiver is the ONLY communication device permitted. Drivers caught with any other communication device will be disqualified for that event (heat and feature). No lighted signal devices(light sticks, flashlights, cell phones, etc.)
- L. No mirrors are allowed at any location on the car.
- M. ALL weight/lead must be painted white and include the car number. Weight must be securely fastened to the car with a minimum two (2) ½" diameter bolts. No weight may be attached to the back bumper. Losing weight in any race (i.e. heat, b-main, feature) will result in disqualification for that event.

Membership and entry fees:

- A. 2023 season memberships are \$30.00 that must be paid by March 1st, 2023.
- B. Memberships can be paid in person, cash, check, venmo, or paypal (friends and family payment).
- C. For the driver to be eligible to race the SSMS Championship Points fund they must have a 2023 season membership.



D. Any driver without a 2023 SSMS season membership can still race the series events, however, they will not receive series points.

Points Fund Criteria:

- A. Competitors must compete in all races to be eligible for the points championship top 10 awards.
- B. SSMS points funding will pay \$2,000 to win and pay throughout the top 10.

Engine Rules:

Engine Option #1:

1. Chevrolet Performance Part #88958602/19258602/88858602 (CT 350) Commonly referred to as “602” engine.
2. These engines are sealed at the intake manifold, cylinder head, front cover, and oil pan with Chevrolet Performance cap seals, which are installed at the Chevrolet Performance factory. Engines MUST be sealed in these six(6) locations with either Chevrolet Performance cap seals, or approved aftermarket seals.
3. The ONLY aftermarket seals allowed for competition are: a. GM twist off bolt engines will NOT be legal. b. Chevrolet Performance cap seals c. Crate USA Gen IV(Green) or Gen V(Black) cable seals, RUSH cable seals, IMCA cable seals allowed. d. NOTE: Crate USA Gen V (LIGHT BLUE) Seals are allowed. These seals will begin with number 406XXX. e. NO ACAS, NDRA, FASTRAK, Crate USA Gen I (Silver), Gen II (Blue) or Gen III (Yellow) will be allowed. f. To compete with ANY other seal/sealing system contact SSMS for approval.
4. Crate engines must not be altered, modified, or changed from factory specs, unless any such alteration, modification, or change is approved by SSMS. SSMS authorized rebuilders will be notified of any such alterations, modifications, or change.
5. Any seals that have been removed or tampered with will make the engine illegal and not eligible for competition. The penalty for anyone tampering with seals, modifying any internal engine parts, or changing the parts from stock as delivered sealed from the factory will be subject to expulsion from racing in any SSMS sanctioned event for the remainder of the season and future seasons, as determined by officials.
6. No changes are allowed to the engine including the intake manifold, heads, valve covers, front cover, oil pan, harmonic balancer, or any other part(s) on or in the engine.



7. Engine's Chevrolet Performance serial number, and when applicable, SSMS build certification number, must be clearly visible to series technical inspectors.

Engine Option #2:

1. 362 cubic inch maximum, factory steel production blocks.
2. Any cast iron OEM valve angle steel heads (Chevrolet 23*, Dodge 18*, Ford 20*). No porting or polishing of cylinder head. No aluminum heads.
3. Max valve size: 2.02" intake, and 1.6" exhaust.
4. Any aluminum or cast iron intake manifolds. No porting or polishing.
5. Steel or cast cranks and rods. No exotic material cranks or rods (ex.: aluminum or titanium)
6. Flat top pistons only.
7. Any flat tappet camshaft only. No roller cams.
8. Timing chains only. No gear drives.
9. Stud mount rockers only. No stud girdles.
10. Stock diameter valve springs only. 1.260" maximum O.D. Beehive springs allowed, 1.320" maximum O.D., ANY manufacturer (Chevy, Ford, or Dodge). NO double valve springs.

Engine Protests:

1. Protest fee for a complete tear down on an engine that finishes the feature event is \$1,200. Complete tear down is the only option available. The protest fee must be paid to the race director or technical director, in cash, within 10 minutes after the checkered flag has fallen on the feature. Must finish in the top 5 to be eligible to protest. \$100 of protest fee will go to the track. \$200 will go to the series. Remainder of the protest money (\$900) will go to the winner of protest. Any part or parts found to be illegal will be confiscated.
2. Any time an engine is protested, and driver/car owner accepts the protest and agrees to tear down, the engine being protested, along with the carburetor, must be removed and impounded by racetrack immediately. Arrangements for Technical Director to inspect engine will be made, and parties involved will be made aware of time and



location of inspection that is suitable to all. Any refusal for removal, impound, or inspection will result in disqualification.

3. There will be NO counter/reverse protesting or claims allowed (cannot protest car finishing behind you).

6. Only two (2) people from the car being protested, and the driver filing the protest will be allowed in the determined tech area during any tear down. Driver initiating the protest must be present, unless extreme circumstance and arrangement is made with officials. All official's decisions are final.

7. Failure and/or refusal to tear down any engine or refusal to allow your car to be inspected by series officials at any time will result in:

First offense- loss of points and money for that event

Second offense- 365-day suspension and loss of points for that season

Weight Rules:

1. Cars equipped with Chevrolet Performance 602(Engine Option #1) must weigh 2,400 lbs.

2. Cars equipped with engines falling under Engine Option #2 Rules must weigh 2,600 lbs.

3. All cars will be allowed a 1 lb. per green flag lap burnoff allowance at the completion of any race (example: 8 lap heat race = 8 lb. allowance).

4. Each track's on-site scales will be the official scales used to determine the official weight of each car.

5. ALL weight/lead must be painted white and include the car number. Weight must be securely fastened to the car with a minimum two (2) ½" diameter bolts. No weight may be attached to the back bumper. Losing weight in any race (i.e. heat, b-main, feature) will result in disqualification for that event.

6. Declared weight must be displayed legibly on both sides of the roof.



Engine Setback Rule:

1. Engine bell housing flange to center of axle tube – 70” minimum

Carburetor Rules:

1. Engine Option #2 – 500 CFM 2 barrels only.
2. 2 Barrel carburetors will be checked with go-no-go gauges top to bottom.
3. Either engine Option may run 1” maximum carburetor spacer or adapter, not both, .040” tolerance. At no point may spacer extend into intake manifold area. Two (2) standard thickness carburetor gaskets, .070” maximum thickness allowed.
4. Engine Option #1 – may run one (1) four-barrel carburetor only.
5. All carburetors (for both engine options) must have conventional style floats along with needles and seats. NO individual cylinder tuning or equivalent allowed.
6. All carburetors (for both engine options) must have conventional “Holley-style” straight or down leg boosters. NO exceptions. NO super bowl type carburetors allowed.

Distributor Rules:

1. No magnetos.
2. MSD is ok – 6AL or 6ALN MSD box ONLY.
3. Series or track reserve the right to change MSD boxes with any car at any time.
4. No electronic traction control devices allowed. MSD boxes may be confiscated by series at any time.
5. Drivers finishing in the top 5 may protest another top 5 finishers box for \$100. Series keeps a \$100 protest fee.

Starter Rule:

1. All cars must have a starter in working order. Starter must be mounted in stock location. NO reverse mount starters.

Water Pump and Power Steering Pump Rules:

1. Stock type cast or aluminum water pump permitted.
2. No electric water pumps.
3. Manual fans only. No electric fans.



4. No reverse mount power steering pumps.

Exhaust Rules:

1. Collector type headers required. Must have four (4) tubes into one (1) collector.
2. Mufflers are not required, UNLESS track mandates them. If mandated, mufflers must have some type of internal noise dampening characteristics i.e. baffles, extruded holes, screen, chambered, etc. Mufflers must meet local speedway's noise decibel requirements.
3. No tri-y headers or merged headers allowed.
4. No square tube headers.

Roll Cage Rules:

1. Must be constructed of minimum 1.50" O.D. steel tubing, with a minimum wall thickness of .095".
2. Minimum of 3 door bars, minimum of 1.50" O.D. steel tubing and .083" minimum wall thickness on driver's side.
3. Minimum of 2 door bars on passenger side
4. Driver's head/helmet must not protrude outside of the cage with the helmet on.

Body Rules:

1. Crate Racing Modified Sportsman body rules will apply
2. Full size fiberglass or aluminum roofs. No dished roofs.
3. Cars may NOT run topless, unless stated ahead of time that event will be topless.
4. Sail panels – must be solid and meet specifications in the Crate Racing diagram. Must be mounted within 2" of the outside edge of the interior deck.
5. Rear spoiler – 4" maximum material height and maximum 67" wide. Maximum three (3) spoiler braces allowed, must be mounted in line, of equal material. No wings, lips, or fins of any type allowed.
6. Aluminum nose panel must be flat, with a maximum 2" side fins allowed on the nose.
7. Engine compartment must remain open, with no side panels.
8. Nose pieces may be maximum 42" width, centered between frame rails, and must not extend past the leading edge of the front bumper.



9. Front bumpers are required. Under the sheet metal is allowed.
- 10 38" maximum deck height at any point with driver in car, checked before car goes on track
11. No rub rails, or any bars of any type outside of the tires/body panels allowed.

Transmission and Driveline Rules:

1. No straight/direct drives. No in or out boxes.
2. Bert, Brinn, or equivalent ok.
3. Drive shaft loop mandatory on all cars. Must be mounted 5" to 8" behind the front U-joint of the drive shaft.
4. All drive shafts must be painted white for safety.
5. Carbon fiber driveshafts are encouraged for safety but not required.

Suspension Rules:

1. No data acquisition devices of any type allowed.
2. Front Suspension:
 - A. Factory production complete 1960 or newer parallel American passenger car frames only.
 - B. Packers, bumps stops, biscuits, chains or any other material meant to limit suspension travel is not allowed. No progressive springs.
 - C. Front suspension must remain stock type for the type of frame being used. Steel aftermarket parts may be used as stock components but must mount in the stock location and be the same size as the OEM parts. This includes lower tubular A-frames. If using lower tubular A-frames, they must match factory specs. All parts must meet OE specs and match side to side. GM 1978-1988 metric "G" body frames are permitted to use the Nova lower "A" frames. Bottom A-frames may not be altered, lightened or moved and must match side to side.
 - D. Any stock passenger car spindles.
 - E. One spring allowed on each corner. Must be a minimum of 5".
 - F. Tubular upper A-frames allowed. Upper A-frame mounts may be relocated.
 - G. No bump stops of any type allowed.
 - H. No chains/limiters of any type allowed.



- I. Stock type steering box. No rack and pinion. Steering quickener ok. Idler arm, pitman arm and center link must match frame..
 - J. Tie rods may be tubular and made with heim joints.
 - K. Steel brake rotors and calipers only. No aluminum suspension parts allowed.
3. Rear Suspension:
- a. No spring rubbers. No progressive springs.
 - b. Quick change rear ends allowed. Magnetic steel axle tubes, hubs, rotors, and drive flanges only. No gun drilled axles.
 - c. Steel brake rotors and calipers only. NO brake floaters.
 - d. All rear suspension mounts and/or brackets must be welded or bolted solid.
 - e. One spring allowed on each corner. All springs must be a minimum of 5".
 - f. All rear springs must be mounted in the centerline of rear end housing.
 - g. No sliders, or coilovers.
 - h. Three(3) link suspension setups must adhere to the following requirements:
 - I. Lower control arms must be a maximum length of 24" and minimum of 15".
 - II. Upper control arm should be constructed of solid material with no bushings or springs located at the top center of the rear end housing and remain centered over the rear end housing and top of the drive shaft(1" tolerance). No movable brackets.
 - III. One panhard bar, minimum 23" length, may be mounted behind the rear end housing.
 - IV. J-bar may be used, minimum 19 ½" length. Must be mounted from left side of chassis to the right side of the drive shaft.
 - V. Rear springs must be mounted on top of axle tube. Center of spring must be center of axle tube. No offsetting spring mount from axle centerline.
 - i. Stock OEM suspension setups must adhere to the following requirements:
 - I. Lower control arms must remain in stock location on chassis.
 - II. Lower control arms must be mounted no lower than 2 ¾" from bottom of axle tube.
 - III. Upper control arms must remain in stock location on chassis.



IV. Upper control arm mounts 7 ¾" from center of axle tube to center of mounting bolts.

V. Rear springs must be mounted on top of axle tube. Center of spring must be center of axle tube. Zero

tolerance!

4. Leaf spring suspension – any leaf spring allowed. No coil springs allowed.

5. No bump stops of any type allowed.

6. Solid limiting chain allowed on left rear suspension only, no bushing or spring limiters.

7. No aluminum suspension parts allowed.

Chassis and Frame Rule:

1. Wheelbase – minimum 108", maximum 112". No tolerance.

Fuel, Fuel Cell, and Fuel Pump Rules:

1. An approved fuel cell must be securely mounted in the trunk area of the car, inside a .20 gauge metal box supported by a minimum of 2" x 1/8" steel straps.

2. Gasoline, Racing Gas, or E-85 fuel allowed. No methanol or alcohol. None of the following chemicals are allowed in any fuel used for competition: No nitrous oxide, propylene oxide, nitroethane, MTBE, hydrazine, or ethylhexanol.

a. Gasoline or Race Gas – specific gravity NOT to exceed .744 at 60 degrees. Any gasoline or race gas with a specific gravity of .745 or greater will be disqualified. Fuel is subject to testing on site, or fuel samples may be taken and sent to an independent lab for testing.

b. E-85 – specific gravity not to exceed .7855 at 60 degrees. Any E-85 with a specific gravity of .7856 or greater will be disqualified. Fuel is subject to testing on site, or fuel samples may be taken and sent to an independent lab for testing.

c. It is the competitor's responsibility to know what is being put into their fuel cell.



3. Drivers finishing in the top 5 may protest the fuel of cars or cars finishing ahead of them. Protest fee is \$150. Driver filing.

the protest must have money with them and notify track or series officials within 5 minutes of the checkered flag in that event.

Fuel sample(s) will be taken and sent to an independent lab chosen by the series for testing. All official's decisions and lab results are final and official.

4. Penalties for any illegal fuel are as follows:

- a. First Offense - \$500 fine and 30-day suspension from any sanctioned events
- b. Second Offense - \$1,000 fine and 90-day suspension from any sanctioned events
- c. ALL OFFICIAL'S DECISIONS ARE FINAL, AND INDEPENDENT LAB USED WILL BE AT SERIES' DISCRETION.

5. Mechanical fuel pump only. Must be mounted in stock location

Shock Rule:

1. Steel bodied, symmetric (same size/diameter), non-adjustable shocks only. No Schrader valve shocks. No piercing valves.

Shock valving or gas pressure may not be adjustable at the racetrack. No shock covers. No air shocks. No remote reservoir shocks.

2. Front shocks must extend 7" minimum and must be fully collapsible. Rear shocks must extend 9" and must be fully collapsible, no coilovers on any corner, no exceptions.

3. Shock Claim:

a. \$250 per shock

b. Car claiming shock(s) must finish in the top 5 and on the lead lap. Claims must be made to Tech Official within 5 minutes after the checkered flag falls on the feature event.

c. No reverse shock claims (cannot claim shocks from car finishing behind you)

d. Refusal to allow shocks to be claimed or confiscated by officials will result in driver losing all points and money for that event, and face the following punishment:

i. First Offense – 2-race suspension from any sanctioned event and \$250 fine



- ii. Second Offense – 5 race suspension from any sanctioned event and \$500 fine
- iii. Third Offense – 365-day suspension from any sanctioned event and \$1,000 fine

Tire and Wheel Rules:

1. 8" maximum steel wheels. Beadlocks allowed. Stock type lug pattern only.
2. No wide 5 wheels or adapters.
3. Wheel covers must be securely fastened. Recommend that wheel covers have a minimum of 5 mounting points. Wheel covers having only 3 attachment points must be bolted on at all 3 points using a minimum 1/4" or 5/16" magnetic steel hex head bolt and fastening (nut assembly) system. Cars that lose a wheel cover may be subject to disqualification.
4. Hoosier H500 tires or American Racer AR500/EXTRA or STOCKER HARD
5. Grooving or siping are allowed. Grinding/buffing is permitted. NO drilling.
6. Tires must remain in factory manufactured condition. Any alteration from factory manufactured conditions is prohibited. All decisions are final.
7. No chemically altering of tires.
8. Tires must punch 55 at ambient temperature (cold). The series' durometer is the official durometer and testing method of punch number rule. Any tire failing to punch properly will be subject to further test methods and disqualification. Tire(s) in questions may be confiscated and tested by any means deemed necessary by track or series' officials. All decisions are final.
9. Drivers finishing in the top 5 may protest the tire of a car or cars finishing ahead of them. Protest fee is \$150. Driver filing protesters must have money with them and notify track or series officials within 5 minutes of the checkered flag in that event, drivers will use their own grooving iron to take samples. Tire samples will be taken and sent to an independent lab chosen by the series for testing. All official's decisions and lab results are final and official.
10. Penalties for illegal tires:
 - a. First Offense - \$500 fine and 3 race suspension from any sanctioned event
 - b. Second Offense - \$1,000 fine and 1 year suspension from any sanctioned event



c. Failure to allow any tire(s) to be confiscated will result in an additional \$500 per tire fine added to any other fines and penalties. All decisions are final.

Fines, Penalties, and Suspensions:

1. Pre-Race Technical Violation(s): Any technical violation(s) discovered during pre-race technical inspection, the driver will be notified of violation(s), and the car must be fully in compliance before allowed to compete.
2. By entering and/or competing in any SSMS sanctioned event, drivers, car owners, and team members waive any right to file an appeal. All official's decisions are final.
3. All decisions of series officials and/or the promoter regarding the application or interpretation of the rules, and the scoring of finishing positions shall be non-litigable. All participants agree that they will not initiate any legal action against Southern Modified Sportsman Series LLC, the promoter, or officials to challenge any decision, to seek monetary damages, to seek injunctive relief, or to seek any kind of legal remedy. Any such legal action pursued by a participant which violates this provision, the participant (driver) and/or owner expressly agrees to reimburse Southern Modified Sportsman Series, LLC for all its attorney fees and costs in defending against such legal action.
4. By signing the annual membership/registration agreement, participants agree that they will comply with the written rules and procedures of SSMS.

Code of Conduct and Conduct Penalties:

1. Drivers, car owners, and teams are to always conduct themselves in an orderly and professional manner while competing at any SSMS sanctioned event. Series director will judge incidents of conduct accordingly and use the following criteria to assess any penalties upon a driver, car owner, or race team as necessary.
2. Drivers will be notified of penalties that have been levied by the series director. All series director's decisions are final.
3. Series director may choose to levy monetary fines, suspension from sanctioned events, and deduct points as deemed necessary by the rules infraction or actions taken by a driver at any time. Series and tracks reserve the right to enforce or



levy fines, points penalties, require changes, or suspension from competition for any actions deemed detrimental to the sport, series, or track. This includes, but is not limited to, social media posts, and/or derogatory or distasteful statements/slogans/photos/graphics on cars or any other driver related material visible to the public (i.e. helmets or driver's suits, trailer or transporter, etc.)

4. Series will adhere to, and uphold any suspension levied on a driver by a specific track. If a driver has been suspended or barred from entering the property, that will be upheld by the series. Series and sanctioned event do not overrule a track's decision to refuse entry to any driver, car owner, or crew member.

5. NOTE: These rules are not intended to eliminate competition or accidental contact. However, they are intended and may be used to penalize deliberate contact and/or over-driving or deemed deliberate acts of aggression towards other drivers.

6. No driver will be allowed to compete/participate while under the influence of any alcoholic beverage or illegal/controlled substances. If a driver is found to be participating in such a manner, that driver will be immediately suspended and removed from competing.

7. Any competitor that verbally abuses a series or track official by using profane and/or disrespectful language is subject to a fine of \$100 for the first offense. A \$300 fine, one-race suspension, and loss of points for the second offense. After a second offense, driver is subject to 30-day or longer suspension and loss of points as determined by officials.

8. Any physical confrontation, either on the track or in the pit area, will result in the aggressor(s) being suspended for one race, loss of points, and \$300 fine for the first offense. A second offense will result in the driver being suspended for the remainder of the seasons, and a \$500 fine.

9. Any driver who enters another driver's pit area, or approaches another driver's car on the speedway, will be deemed the aggressor. Away from either driver's pit area, both drivers will be considered aggressors. Drivers should be aware that they are responsible for any member of their race team, and the above penalties will apply to the driver concerned even if the driver is not directly involved.



10. In the event of a felony conviction of a driver, team member, or team sponsor, disciplinary action could be a minimum of a 365-day ban from the series beginning with the date of the conviction or the date of the completion of any incarceration to said conviction, whichever date shall last occur.

11. Disciplinary action may also include, but is not limited to, the right of the series organizers and officials to suspend either temporarily, or permanently, any driver, team member or sponsor, whose actions, in the sole opinion and discretion of the series organizers and officials, may have resulted in, or may result in harm or detriment to SSMS.

12. Any incidents occurring during the events of the season, may result in penalties being applied to the beginning of the following season.

13. Any incident(s) that are judged to be deliberate acts of aggression, whether on or off the track, under green or caution, will result in disqualification and a monetary fine to be determined by series' officials.

14. Series officials reserve the right to increase the above penalties, by either adding additional money, suspension time, or points loss, depending on the severity of the incident.

15. Series officials reserve the right to revoke a competitor's membership at any time. All official's decisions are final.

16. Any threat of, or legal action taken or levied against the series by a driver/race team, will immediately result in that driver's indefinite suspension from competition in any/all SSMS sanctioned divisions and events.

17. Any disqualification, other than a weight violation, will result in no points and no money for the event. Weight violation will move the driver to the end of the finish order.

18. The decisions made and disciplinary actions taken by the series and officials hereunder shall not be appealed by the driver, team member, or team sponsor affected thereby.

19. ALL OFFICIAL'S DECISIONS ARE FINAL.



Sign In:

- A. It will be the responsibility of all drivers/teams to sign in and pay their entry fees prior to the drivers' meeting. Sign in will be at the SSMS table where each driver will pick up their transponder and pay entry fees. SSMS officials may draw for drivers/teams not present at the track under exceptional circumstances beyond the control of SSMS officials or the drivers/teams being signed in. The pill draw will be closed once the drivers' meeting begins.
- B. It is a condition of entry that the drivers' registration form is completed and handed in prior to the driver's first series race of the season. If a driver changes cars or teams during the season, it is his/her responsibility to re-register. It is also the responsibility of the team/driver to fill out a sponsorship registration card upon sign-in. These cards will be used for the announcement and publication of sponsors throughout the season. If there is a change in sponsorship, it is the teams/driver's responsibility to notify series officials.

Entry Fees:

A.) All drivers/teams will pay an entry fee for each event as follows:

\$1,500 to win / \$75 entry fee
\$2,000 to win / \$100 entry fee
\$2,500 to win / \$125 entry fee
\$3,000 to win / \$150 entry fee

- B.) Entry Fee must be paid before a team will be allowed to draw for time trials.
- C) In the event of a rain out, cancellation or postponement (other than next day), all entry fees will be refunded or held over at teams' request.
- D) Entry fees are collected on a race-to-race basis. Each race will be separate. Entry fees collected will only be good for that event. Only in the event of a rain out will the entry fee be carried over to a future event.



Technical Inspection:

A.) Technical inspection will be held at an area designated by the technical inspectors, and all cars must sign in and pass-through technical inspection before going out onto the track. No exceptions. Failure to follow this procedure may result in forfeiture of qualifying time.

B.) All race cars must pass through technical inspection before the driver's meeting. ALL race cars must pass technical inspection before a technical sticker is issued.

C.) Any changes or alterations required must be completed, and the race car returned to technical inspection before Hot Laps. No sticker means no Hot Laps. No exceptions.

Drivers Meeting:

A.) It is the responsibility of ALL drivers to attend the drivers meeting.

B.) Any rule, format or schedule changes will be discussed at the drivers meeting.

C.) ALL DRIVERS will be responsible for information discussed at the drivers meeting.

The driver's meeting is not a social gathering. Driver and/or team representative attendance and attention are mandatory.

Hot Laps:

A.) All Drivers will be allowed one (1) Hot Lap session per day - either one-day show or two-day show. Hot Laps will be conducted in groups (minimum eight (8) cars) in order, as per the draw. Drivers/teams are responsible for knowing what group the driver/team is in. Drivers must Hot Lap in their assigned groups. If a Driver does not make it to the staging area in time for his assigned session, that driver will not be allowed to Hot Lap. No exceptions.

Time Trials:

A.) Drivers must time trial in the order that they drew. If the driver misses their time trial qualification spot for whatever reason, the driver will only receive one (1) qualification lap at the end of their group time trial line. If the driver uses this option, the driver cannot start better than the first non-transfer spot in a heat race.

B.) If four (4) cars are transferring, the highest starting position will be fifth (5th).



C.) It is the drivers/teams responsibility to be in their qualifying spot on time, in most instances, qualifications will be immediately after hot laps. If you are one of the drivers/teams that draw an early number, you need to be ready to be in line first. Be ready to be in line as soon as the last hot lap group finishes on the track.

D.) Group qualifying format will be used with four (4) heats or more.

E.) Cars will qualify two (2) laps back-to-back. Once the green flag is given to the driver to start the qualification run, there will be no wave offs. Drivers exiting the track for whatever reason will not be allowed to return to qualify.

F.) Cars will either be weighed before or after qualifying, depending on the layout of the current racetrack, and will be determined by the Series Officials. All cars that are judged to weigh light crossing the scales after qualifying will lose their qualifying time and will start at the rear of a heat race. If there is more than one car that has been judged light, those drivers will be lined up at the rear of the heat races by the qualifying order.

G.) Remember that all cars must cross the scales at their sticker weight during Time Trials. There is no burnoff allowance for Time Trials.

H.) Time Trials/Qualifying will determine the lineups for Heat Races. Heats will be eight (8) laps unless otherwise notified in the drivers meeting. The number of transfers and Heats will depend on the number of entrants and will be announced at the drivers meeting.

I.) The number of Heats to be run will be determined solely by the Series Director, and will depend on the number of cars present, track conditions and the racetrack concerned. Changes in race format are solely determined by the Series Director only if absolutely necessary.

J.) Time limits are to be enforced all night. No exceptions.

Ten Minute Call:

A.) A ten-minute call will be given prior to each A-Main. The ten-minute call may be started during any on track race prior to the A-Main. If the ten-minute call begins and a heat race transfer driver misses the ten-minute call, that driver will be forced to start the tail of the given event or race. A grace period will be awarded to the B-Main Provisional transferring cars.



Brake Checking:

A.) Brake checking on a start or restart will not be tolerated. If you change your pace coming to the green flag on a start or restart and cause damage to another car, you will be subject to disqualification from that race with no warning.

Provisionals:

A.) Provisionals allowed will be 1 track provisional and 1 series provisional.

Postponements:

A.) Should an event be postponed until a later date due to inclement weather, all events that have been completed shall stand good upon returning to the rescheduled event. Any driver not present on the previous date may compete upon payment of entry fee. Drivers entering an event in this way will be tagged on to the rear of events that are left to be completed, by the way they sign in.

Cancellations:

A.) All scheduled events that are rained out, or otherwise canceled due to circumstances outside the control SSMS officials and track officials will be rescheduled if possible. Drivers and crew members must retain armbands, or any other pit admission ticket to be readmitted to a rescheduled event. Tracks are not required to refund pit admission unless the event is not rescheduled.

B.) Entry fees paid to the SSMS will be applied to the re-scheduled event and will only be refunded if no other events remain on the schedule.

Rain Delays:

A.) In a rain delay situation, SSMS officials reserve the right to amend the racing format in the interest of time restraints and/or scheduling conflicts. The format change will be made with the race teams and fans best interest in mind. Changes will only be made if an event is in jeopardy of being lost due to rescheduling availability, a time curfew, or inclement weather. Under these circumstances the number of laps for Time Trials, Heat Races and A-Main may be shortened.



B.) The A-Main must reach the halfway point before an event will be considered a complete event. In the event weather should affect the A-Main before the half-way point, the event will be restarted at the point and in the running order it was in before being delayed by the weather situation.

C.) If the event cannot be restarted and must be rescheduled for a later date other than the next day, the races will be restarted from the previous portion of the event. Example: If Time Trials are not complete then Time Trials will restart from the first pill draw position. Heats and/or B-Mains will be restarted from the beginning of a given Heat Race or B-Main as long as it is over half-way complete. Provisionals will be awarded based on the current rescheduled date standings