

**INLAND NORTHWEST SUPER STOCK ASSOCIATION**  
**PO Box 1671, Mead WA 99021**

***INSSA Super Late Models***  
**2011 OFFICIAL RULES**

***[www.inssa.org](http://www.inssa.org)***



INLAND NORTHWEST SUPER STOCK ASSOCIATION  
2011 CONSTRUCTION RULES & REGULATIONS

**THESE RULES DO NOT COVER EVERYTHING. ANYTHING NOT COVERED IN THESE RULES MUST BE PRE-APPROVED BEFORE IT CAN BE DEEMED LEGAL.**

**BODIES:**

- Bodies must be stock appearing, mounted per manufacturers guidelines, and must pass through INSSA body jig. Professional appearance must be maintained. No carbon fiber. No body skirting or streamlining will be allowed.
- Approved bodies: 1998-2011 with standard quarter panels & 2007-2011 A-B-C bodies, including ABC Toyota bodies. Others by approval. No Downforce bodied cars or altered body panels will be allowed. Frame & body clearance 4" min. without driver. 47" roof height required. Rear spoiler max. 6.5" x 60", clear Lexan.

**TREAD WIDTH:**

	<u>Maximum</u>
Stock Stub:	69"
Fabricated Big Spring:* & Coil-overs:	67.5"
<i>*Big Spring means 4-3/4" min. diameter, front &amp; rear)</i>	

**WEIGHT:**

Stock stub & Fabricated Big Spring & Coil-overs	2900 lbs., 58% left side
Sealed crate motors & At SLS	2850 lbs., 58% left side
<u>Approved Stock Heads At SCR</u>	<u>2800 lbs., 58% left side</u>
<u>Dual Plane Intake when inspected &amp; sealed</u>	

Wt. Penalties:

- Oversize Engines >360cid: add 100lbs & minus 1% left

**HEADS:**

Approved Cast iron heads only, with all ID markings intact. No porting, polishing, port matching and/or acid dipping allowed. **PORTS MUST BE UNTOUCHED, (i.e., NO shotpeening, sandblasting, glass beading).** No milling of intake face. Machine work allowed in bowl up to valve guide and off centerline. No hand blending allowed. **HEADS MAY BE PULLED AT ANY TIME!**

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**Approved cast iron heads:** GM Bowtie, GM Vortec, Iron Eagle Dart 200, World Products Sportsman II, Ford Motorsports, and Mopar W-2. **Dart Platinum 200 allowed.** Max. 200cc intake runners. (All heads must check within 10cc's of manufactured volume for valve replacement & casting variance). Approved valve angles: Chevy-23 / Ford-11 / Mopar-15.

**Approved Brodix aluminum spec heads:** Part #SP-CH/FO/MO Spec heads have CNC combustion chambers, valve bowls, and intake ports. NO grinding, blending, polishing, welding and/or use of any substance to alter head flow whatsoever. Flat-milling only. Valve angle must remain as manufactured. Titanium valves allowed. Valve stem min. 11/32" diameter. May only be used on motors 360cid or less. (To order, contact Brodix directly at 479-394-1075 mention INSSA).

**\*\*Heads 210cc max – 211cc and over NOT ALLOWED. Bowtie/Vortec heads (Part# 25534351 & 25534371) NOT ALLOWED\*\***

Wt. Break - must be tech pre-approved:

- GM Bowtie heads, untouched: minus 50lbs weight
- Approved Crate motors
- Dual Plane Intake Manifolds inspected and sealed.

**MOTOR: Open Compression & Open Carb.**

- Cast iron approved blocks only. Engine must match body: GM-to-GM, Ford-to-Ford, etc. Centerline of crankshaft must be within 1" of the centerline of the tread width. Engine set back: GM - 2", Ford and Mopar - 3", measured from the most forward spark plug hole to the centerline of the upper ball joints. Crank height minimum 10". Dry Sump systems allowed.
- Flat tappet cams only; no roller, mushroom, or radius-bottom lifters allowed. Lifters must be .875 max for Ford and Chevy, and .904 max for Chrysler.
- "Standard" aluminum open-plenum intake manifolds only with no flow improvement work or drilling allowed. Maximum 1" gasket matching permitted on intake. Maximum intake height, measured from plenum floor to include carburetor spacer and gaskets may not exceed 5-1/8".
- Any 4-barrel carburetor permitted.
- Distributor type ignition only, no magnetos.
- Maximum exhaust sound level 95 dB @ 100 feet. NO TOLERANCE!

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- **TOUR MOTOR – TOUR 9 to 1 ENGINES:**
  - No aluminum blocks. Aluminum heads of OEM designs only. Only 23-degree heads allowed on GM products. No SB2 heads, SM splayed heads, 14 degree or Buick heads allowed.
  - **Any Crankshaft** (no titanium), camshaft and camshaft drive allowed. **Compression** ratio maximum allowed is 9:5:1 on all cylinders for Tour engines with roller camshaft.
  - **Intake Manifold:** Any approved high-rise intake manifold allowed. One aluminum adapter (spacer), maximum of 1” TOTAL thickness allowed. Only 2 gaskets allowed with a maximum thickness of .050”. Spacer must be straight cut with no taper.
  - **Carburetor:** Holley 390 CFM list #6895. Carburetor boosters may be modified in the following manner: Booster bars may be removed, booster length minimum of .700”. Inside booster diameter maximum of .480”. Boosters may be tapered from center seam down. Boosters may not be relocated.

## **THE ONLY Approved Crate Engine**

### **A. GM part number 88958604**

1. The engine seals must remain intact and not be tampered with. Any seals that have been removed or tampered with will make the engine illegal and not eligible for competition at Raceway Park. The penalty for anyone tampering with the seals, modifying any engine part or changing the parts from stock as delivered from the factory will be subject to expulsion from racing with INSSA the remainder of the season.
2. INSSA officials reserve the right to impound and or replace any competitors crate engine at any time.
3. Engine may be purchased from any GM dealer. INSSA must have a copy of invoice with serial number and inspect prior to racing.
4. Serial number must remain on engine. No grinding or polishing of any kind is allowed anywhere on the castings.
5. Factory seals must remain on engine.
6. No modifications what so ever.
7. No use of any substance that may change or alter the shape or size of ports or combustion chambers .will be allowed.
8. Crate engines may use any 4 barrel carburetor.
9. Choke may be removed, throttle shaft may be welded.
10. Only up to a one inch thick open hole non-tapered Carburetor Spacer allowed. No other adapters or spacers.

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11. Only single plug, camshaft driven distributor and only one ignition coil will be allowed.
12. Only one (1) electronic firing module, amplifier box will be permitted and it must be mounted to the right of the Driver. The complete assembly must be positively mounted on an interior panel (dashboard permitted) out of reach of the Driver, with chip facing out. Ignition box may be mounted in the engine compartment, with chip facing out, and must be accessible for technical inspection.
13. Only the 6-ALN MSD, 6-AL MSD, or GM part # 1003-7378 style ignition systems with a mandatory rev limiter chip will be allowed. Rev chips may also be used at official's discretion.
14. Oil cooler allowed.
15. Fuel pump must remain in stock position, Carter or Holley mechanical pump allowed. No electric fuel pump allowed.
16. Only two valve cover breathers, no evacuation system allowed.
17. INSSA must authorize any repair(s).
18. Illegal parts will be confiscated. Fines and suspensions will be levied.
19. Major infractions (i.e. Cylinder head modifications, cubic inches, bore and stroke, camshaft, carburetor) will result in disqualification for the remainder of the year, loss of any point monies, contingencies for car, owner, and driver.
20. All other Late Model Rules Apply.
21. Crate motors are not rebuildable.
22. Ford part# M-6007-D347 and Mopar #P5007958 **may be approved** by Tech inspector.

**FRAME & SUSPENSION:**

- Frame must be minimum 3" x 2" square tubing – .120 wall thickness. Roll cage must be constructed of minimum 1-3/4" tubing – .090 wall thickness.
- Minimum wheelbase 101"
- Stock Stub cars must have at least 12" of stock frame horn ahead of spindle centerline and the front lower control arms must be stock without modification. Lower A-frame rear-mount must mount to stock frame. Bushings and ball joints may be changed as long as original dimensions are not altered.
- Big Spring cars must have shocks mounted outboard of the coil springs, not inside the spring.
- Adjustable shocks are allowed. Only one shock per wheel. No remote reservoir or remote adjustable shocks permitted.

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- Major steering components including tie rods, drag links, centerlink, spindles etc., must be OEM or fabricated steel.
- Rack and pinion allowed with aluminum tie-rods.
- One piece tubular trailing arms only; spring-loaded trailing arms or shock-dampened third links allowed. No rear sway bars permitted. No cambered rear axle housings.
- No shock, spring, or weight adjusting devices will be allowed in the driver's compartment.
- Added weight must be securely mounted, painted white with car number. Solid block lead only, no pellets or liquid.
- No devices for shifting weight will be permitted.
- No electronic traction control devices permitted. Officials reserve the right to exchange any ignition boxes, tachometers, etc. Ignition boxes must be mounted to the right of driver or on dash, not under seat. **Any driver caught with a traction control device will lose all season-accumulated points and be suspended indefinitely.**
- Steel racing wheels only, maximum width 10”.

**FUEL:**

- **Sunoco fuel is required.** Must be gasoline only; no blended or exotic fuels or fuel additives allowed. No electric fuel pumps. 22-gallon maximum commercially manufactured fuel cell is mandatory. A fuel cell protector bar and minimum 22-gauge steel container are required. Minimum 10” fuel cell ground clearance. A rubberized fabric bladder and 14 gauge reinforcement plates in front and behind the fuel cell container are strongly recommended.
- Fuel cells must have a ground strap to eliminate static.

**TIRES:**

- INSSA reserves the right to make changes to tire rule to limit costs and enhance competition.
- Hoosier is the designated series tire for 2010 & 2011. Designated left and right mounting only – 3035 left and 3045 right. All **“approved”** tires will be barcoded, scanned, and purchased from the INSSA approved tire dealer, **Mountain Race Tire Sales**. Contact Loren Bartle (509) 238-9153.
- Any driver found with non-approved tires will forfeit points and money from that day's events. Used tires may be sold/given to other competitors.

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- Drivers will be permitted to purchase tires according to following “Tire Purchase Schedule.” A Maximum of up to Four (4) **NEW** tires can be purchased for each event. INSSA officials reserve the right to approve additional tires for longer events.
- New practice tires may only be purchased prior to the 1<sup>st</sup> race of the season.
- Any unapproved tire coming from another track or organization will be allowed only after inspection and must be used and measure 4/32nds thread depth.
- Only INSSA Approved Tires will be allowed on any Race Day for practice and competition.
- Used tires must be scanned by INSSA Tire Tech to become an **“approved tire”**
- No altering of tire or tire softening chemicals allowed inside or outside of tires. Stock tires will be durometered hot and cold. If a driver’s tires are found to be 5 points softer, they will be confiscated. INSSA reserved the right to inspect and confiscate tires at any time. Any driver caught with soaked or softened tires at any time on a race day will forfeit purse, lose all season-accumulated points, and be suspended indefinitely. Steel racing approved wheels only. Maximum 10” rims with any offset allowed.
- Cars must start the feature main event on the same tires as they qualified. After qualifying, any series legal tire may be used for trophy dashes, heat races and last chance races, but stamped qualifying tires **MUST** be put back on prior to competing in the feature event.

**SAFETY:**

- **SAFETY EQUIPMENT, FASTENED WINDOW NETS AND SPOTTERS** are required anytime the car is on the racing surface.
- Helmets must be at least Snell 2005 approved, without visible damage and not to be more than 5 years of manufactures date. No motorcycle helmets allowed.
- Aluminum racing seats with padded headrest required, with rib protection and leg extensions recommended.
- Seatbelts and shoulder harness no less than 3” wide is compulsory and must connect with a quick release buckle. Belts older than 5 years will not be allowed.
- A capable form of head and neck restraint is required (i.e.: Hans or Hutchins device strongly recommended, at the very minimum a neck collar).
- 1” mesh window net with quick release required.

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- A metal quick-release steering wheel coupler must be used. 2” steering wheel pad recommended.
- Driver’s suits of fire-resistant material that cover the body from neck to ankles and wrists are mandatory. A multi-layer, fire resistant driving suit, fire-resistant gloves, and shoes are required. Socks, headgear, and long underwear are recommended. Fire-resistant clothing and head & eye protection is also strongly recommended for all crewmembers.
- Battery on/off switch required. It is recommended to be mounted at center of car and accessible from both sides.
- All ballast weight and drive shafts must be painted white and have car # painted on it. If a competitor loses a piece of lead on the racing surface, that driver will be black-flagged and must replace the lead before returning to the track. The INSSA officials reserve the right to weigh the participating cars after the completion of the race event.

### **FIRE:**

All racecars must have fire extinguisher equipment mounted within reach of the driver. A built in Halon or equivalent system is strongly recommended. All cars will have in their pit a 10lb. minimum Halon or dry chemical fire extinguisher.

### **RADIOS:**

Two-way radio communication to the drivers with minimum of one spotter for each team **IS REQUIRED**. All teams are required to provide a spotter in designated spotter area at **all times car is on the track**. Failure to provide a spotter could result in disqualification from event. Spotters **MUST** communicate with their drivers. Teams are requested to monitor officials’ frequency.

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**GENERAL:**

1. In order to compete, each driver must be 16 years old, unless pre-approved by the INSSA Board of Directors. Each driver must be registered with the series and have paid required event entry fee. Drivers are required to become members of INSSA for an annual fee of \$100.00 at or before the first race they compete in, which covers the cost of the driver membership, car number, and two crew memberships. **Only 1 driver may register to any given number.** All car owners and crew members are also encouraged to become members of INSSA. Underage drivers must submit a request, along with appropriately completed minor release forms to the INSSA Board of Directors. The board will review and approve/deny each case individually.
2. THE DRIVER OF EACH CAR IS RESPONSIBLE FOR ALL WORDS AND ACTIONS OF THEIR CREW AND OTHERS AFFILIATED WITH THEIR TEAM. This series is designed to be an upper level event, and all teams must maintain professional attitude and conduct. General appearance of drivers and crews must be neat and clean.
3. All cars will run under the approval of the tech inspectors. All cars must pass tech inspection and scales prior to hot lapping. DECISIONS ON THE INTERPRETATION OF RULES AND SPECIFICATIONS BY TECH INSPECTORS WILL BE FINAL.
4. These rules and regulations are intended as a guide. Use of equipment, which is not within the acceptable rules and regulations, will be considered illegal, and may result in a fine, disqualification, and/or confiscation.
5. Penalties for prohibited parts and/or rule and conduct infractions will be determined by officials. This may include forfeiture of purse money and/or points, a fine, or instructions to fix it by next event. Repeated or flagrant rule violations and infractions will not be tolerated, and will lead to suspension, possibly indefinite.
6. If a driver is put on the trailer for a driving infraction, all points and money will be forfeited for the entire night.
7. In the interest of fairness, the rules may be adjusted by the officials to create a balance in competition. All decisions made by the officials will be in the best interest of safety and for parity of competition. Their decision is final.
8. Standard safety rules apply and will be strictly enforced. Any item that the tech inspectors judge unsafe on the car must be corrected.

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9. It is the responsibility of the driver to see that his/her car completely satisfies the rules, including but not limited to all safety rules. The driver of each car represents to all that his/her car has satisfied all applicable rules, safety and other, whenever such driver participates in warm-up, practice, or competitive laps.

**DISCLAIMER:**

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The race officials shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS. **ANY INTERPRETATION OR DEVIATION OF THESE RULES IS LEFT TO THE DISCRETION OF THE OFFICIALS. THEIR DECISION IS FINAL.**

**FOR FURTHER INFO CALL:**

Jessie Taylor (509) 370-1059  
Loren Bartle (509) 238-9153

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**THE INTENT AND INTERPRETATION OF THE RULES WILL BE THE DECISION OF THE INLAND NORTHWEST SUPER STOCK ASSOCIATION (INSSA) OFFICIALS IN CHARGE. IT IS STRONGLY RECOMMENDED THAT ANYONE HAVING QUESTIONS OR DOUBT ABOUT THE INTERPRETATION OR INTENT OF THE RULES CHECK WITH INSSA OFFICIALS. ALL DECISIONS OF THE OFFICIALS IN CHARGE WILL BE FINAL AND BINDING.**

**INSPECTION**

Inspection or weighing of participant's vehicles will be accomplished at the sole discretion of INSSA officials: before, during and/or after race events. INSSA officials reserve the right to limit admittance into the inspection area. Any participant (including drivers, pit crewmembers, and car owners) may be disqualified for failure to observe and adhere to the rules as interpreted by INSSA officials, resulting in forfeiture of points and prize money. All cars will run under the approval of the tech inspectors. All cars must pass tech inspection prior to hot lapping. Decisions on the interpretation of rules and specifications by tech inspectors will be final.

**RACE PROCEDURE**

In order to compete in an INSSA event, each driver must register and pay a tech fee of \$25.00 at each scheduled event. Visiting non-member racers will be allowed a one-time \$50 tech fee to compete. Registration will be held near the official's trailer on each event. Back gate fees will be collected separately by each track. All drivers, crewmembers, car owners, and other participants agree that by entering an INSSA race event, they shall abide by the rules and regulations as set forth herein.

**DRIVERS WILL ASSUME RESPONSIBILITY FOR THE ACTIONS OF HIS/HER CREWMEMBERS AND CAR OWNER(S). THE DRIVER AND/OR CAR OWNER SHALL BE THE SOLE SPOKESMAN(S) FOR THE TEAM IN ANY AND ALL MATTERS PERTAINING TO RACE EVENTS.**

Qualifying will be at a designated time. Drivers will draw for qualifying position at the registration table when signing in. If car and driver are not in the designated qualifying position at the time of qualifications, the driver will get only one lap to qualify, unless the driver has notified the official in charge of a legitimate problem. If a car

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does not pass inspection or weight requirement at qualifying tech in the designated qualifying order, the driver will get only one lap to qualify. Driver and crewmembers will be given ample time to adjust and/or verify cars weight prior to qualifying tech. It will be the responsibility of the driver to be sure their car is ready to pass qualifying tech at the designated time and in correct position. A driver may qualify only one car and a car may only qualify one time. Any driver change following qualifying will result in the loss of that position, and movement to the rear of the field. If more than one car is involved, position will be determined by relative qualifying position. Points will be given to the Driver that qualified the car. A driver may not change cars after Qualifying.

Inversion will be determined by qualifying times. Cars within one half second, up to and including 16 cars, will line up accordingly. Cars that have qualified after the cutoff will be lined up behind the faster cars (example line up 16<sup>th</sup>-15<sup>th</sup>-14<sup>th</sup> ..... 2<sup>nd</sup>-1<sup>st</sup> then 17<sup>th</sup>-18<sup>th</sup>-19<sup>th</sup>-20<sup>th</sup> etc.). The inversion will not be less than 10 cars.

Drivers or crewmembers will position cars in assigned positions by the designated times. It is the responsibility of the driver to check his/her starting position and be ready when called for pre-event inspection, weighing and/or line-up. Cars not ready may be placed at the rear of the starting lineup or disqualified from the event. When race line-up has been determined via qualifying, inversion, draw, etc.; and a car drops out or loses its position for whatever reason before the cars are moved onto the track, the line-up may be redone in the pit staging area by the officials. No position change or passing will be allowed on the final parade lap. A car may enter a race once the initial green flag has been displayed, even if they did not take that green flag. Must have prior Officials approval. Failure to comply with these rules may result in loss of starting position.

**GREEN FLAG** - All races will be started by the Official Starter and the green flag. On all starts, the race is started for all drivers when the green flag is displayed to the lead car. Pole sitters (on initial start) and the race leader (on re-starts) will remain at caution (pace car) speed until the green flag is displayed. Cars jumping the start will be assessed a black flag stop and go penalty. Trailing cars will not advance their position except for an outside (right-hand) pass before crossing the start-finish line and taking the green flag.

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Completion of the first lap shall be after the entire field crosses the start-finish line for the first time after the original green flag is displayed. If the race is stopped or caution occurs before the first lap is completed, there will be a complete re-start with cars in original positions. Cars going to the pits will start at rear of the field. If a yellow or red flag is displayed on a second attempt at starting the race, there will be no additional complete re-starts. The 'Yellow Flag Rule' will then apply.

If a driver presents his/her car on the starting grid under power for the feature main event introductions and then fails to take the green flag, it shall be determined that the driver attempted to start the event and will receive main event finishing points.

**YELLOW FLAG** and lights signify caution and will be displayed by the starter and/or race director when a cause for such action exists. One (1) full lap will be scored under caution. If feasible, after five laps under caution, the race will be red flagged.

**\*\*YELLOW FLAG RULE:** When the yellow flag and lights are displayed, all cars must slow to a reasonable speed and hold position. Racing back to the line under caution is not allowed and will not be tolerated. If a driver is involved in, and/or are the reason for the caution, he may blend back into traffic when safe to do so (Gentlemen's agreement). Once the caution is presented, the field will be frozen. Line-up will be determined by position on first yellow flag lap, with the exception of cars that are involved that have blended back into traffic.

All restarts after caution flags shall consist of nose-to-tail lineups. Once the green flag is presented to the field, passing will be to the only outside (right side), until after crossing the start/finish line. INSSA reserves the right to modify restart procedures.

Any driver who chooses to pit under caution must remain behind the pace car (or lead car if no pace car is present) prior to entering the pits or lose one lap. All cars that leave the lineup and enter the pits under a caution will re-enter the race at the back of the field. Pit crews may not service a disabled or damaged car on the racing surface during a caution flag period.

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Any driver stopping to avoid an accident will be placed back in previous lap position on the restart. If there is contact with another car, it will be construed as being involved. Race Director will make final determination as to whether “contact” was made or driver was “involved.”

**RED FLAG** and lights signify a situation exists that requires the race to be stopped immediately regardless of position of the cars on the track. Pit crews may not service a disabled or damaged car on the racing surface during a red flag period. Cars that enter the pits during the red flag period will re-enter the race at the back of the field.

Working on cars under red flag condition is permitted without penalty. However, tires may not be changed or removed until racing returns to caution conditions.

**BLACK FLAG** is a consultation flag, and when displayed to any car by the Official Starter, the car will immediately exit the track and report to the Re-entry Official for consultation. The car will no longer be scored in the race if the driver ignores the black flag for three consecutive laps and must go to the pits as requested.

An official has the right to consult a driver without loss of position to the driver. Consultation with an official is allowed, however, **any driver who stops on the track to argue an official decision will be subject to being placed at the rear of the field and/or being scored as losing a lap or laps to the leader.** Furthermore, any driver who refuses to remove their car from the track upon request of an official may be fined not less than \$100.00, disqualified for the night’s event, and face possible suspension. If a driver is put on the trailer for a driving infraction, all points and money will be forfeited for the entire night.

INSSA officials acknowledge that bumping and rubbing will occur on the racetrack. HOWEVER, in the judgment of series officials, any driver who engages in rough driving; or deliberately spins, runs into, blocks, or swerves in front of another car; or intentionally causes a caution by spinning or stopping during the race or caution is subject to a stop and go black flag penalty, disqualification, fine and/or suspension.

**DECISIONS AND JUDGEMENT OF THE OFFICIAL STARTER AND RACE OFFICIALS ARE FINAL. NO EXCEPTIONS.**

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**BLUE FLAG with DIAGONAL STRIPE** signifies that faster traffic is overtaking the car(s) being displayed the flag. Cars being shown this flag must hold their racing groove, and yield to the overtaking car(s).

Feature events will not end under caution. If the caution flag comes out before the leader has received the white flag, the race will finish with green, white, checker. If the white flag has already been displayed to the leader and a yellow is then displayed, cars will be scored as they cross the finish line at the checkered flag.

At each race, the top four (4) finishers will bring their cars to the tech area immediately upon returning to the pits. If teardown is requested, cost of said teardown will be at the participant's expense. Officials will have the option to pick one additional car by random choice for inspection or teardown. It shall be the responsibility of the driver to move his/her car to the tear down area immediately following the race. **Failure to comply with inspection requests will result in loss of points/winnings for the entire night.** This inspection will include anything on the car deemed necessary by the officials.

Cars are not released from pit area until 20 minutes after the completion of the feature race.

All scoreboard displays are for information only and are not considered official. All decisions will be finalized before purse is paid out. Race results will become **official ten (10) minutes** after being posted. **DECISIONS OF THE RACE OFFICIALS SHALL BE FINAL.**

**POINTS DISTRIBUTION:**

Points will be awarded to the registered car number. Only one Driver may register any given number. Duplicate numbers will be identified by a letter after the number.

Show-up Points: 20 points will be awarded to each eligible driver at each of the scheduled races as they show-up and attempt to compete in the feature. No show-up points will be awarded in the case of rain out or cancellation.

Qualifying Points: The top five (5) drivers from qualifying will receive the following points: 10-8-6-5-4.

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**Heat Points** Points for the all heat races will be awarded in the following manner: 5 points to start, 5 points to finish.

**B-Main Points:** Points for non-transferring B-Main event participants will be awarded as a continuation of A-main point's scale: (Example: in a 22-car A-main feature, the first non-transfer position receives 23<sup>rd</sup> position's points).

**A-Main Points:** Points for the feature main event will be awarded in the following manner: 1<sup>st</sup>-100 points, 2<sup>nd</sup>-97 points, 3<sup>rd</sup>-94 points, 4<sup>th</sup> place through 24<sup>th</sup> a 2-point drop per position (4<sup>th</sup>-92, 5<sup>th</sup>-90, etc.), 25<sup>th</sup> place back, a 1-point drop (25<sup>th</sup>-49, 26<sup>th</sup>-48, etc.). Non-member drivers will earn points; however, will not appear in "Official Point's Standings."

**RACE FORMAT:**

The normal INSSA program will consist of practice, qualifying, trophy dashes, heat races, B-Main event (if necessary), and featured A-Main event. Standard feature event will be 22 cars @ ¼ mi for 100 laps and 28 cars @ ½ mi for 100 laps.

The fastest 16 cars in qualifying will automatically be locked in to the feature, and will be lined up in order of the inversion. Four (4) additional cars will transfer from the B-Main event and two provisional starters will complete the field. Example: State Line 22-car feature event = 16 cars locked in by qualifying, two (2) provisional positions, and four (4) cars from the B-Main event and SRP 28-car feature event = 22 cars locked in by qualifying, two (2) provisional positions, and four (4) cars from the B-Main event.

The final two (2) available positions in the feature will be provisional starting positions for eligible drivers who have entered the race but failed to qualify for the A-main event through qualifying. Eligible drivers for the provisional starting positions will be determined by current point's standings. (On the first two (2) scheduled races, the provisional positions will be determined by the 2009 final point's standings.) Provisional positions are not required to run B-Main, and will line up behind the B-main transfers. The eligible drivers may elect

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to waive their provisional positions, and run for better positioning through the B-main.

**NO ALCOHOL** or any other type of blended mixture is allowed. Gas tank caps must be in the closed position at all times while the car is on the racing surface. Otherwise, the black flag will be displayed to that car.

**TEAMS ARE ASKED TO RESPECT INSSA OFFICIALS AND REMEMBER THAT THE DECISION OF THE INSSA OFFICIALS IS FINAL AND NON-APPEALABLE. ANY DRIVER, CREWMEMBER, OWNER, OR PARTICIPANT, WHO CHOOSES TO MAKE A MOCKERY OF THE TRACK, ITS OFFICIALS, THE RACE DIRECTOR, PROMOTER, OR OWNER, WILL BE DEALT WITH SEVERELY.**

**THE DRIVER IS RESPONSIBLE FOR THE ACTIONS OF HIS/HER PIT CREW, OWNER AND SPECTATORS. FAILURE TO CONTROL THE ACTIONS OF THESE GUESTS COULD RESULT IN LOSS OF WINNINGS AND/OR POINTS. THE DECISION OF INSSA OFFICIALS WILL BE FINAL IN MATTERS OF CONDUCT. THERE WILL BE NO EXCEPTIONS, PLEASE ACT ACCORDINGLY.**

**ABUSIVE CONDUCT, IMPROPER LANGUAGE, OR PHYSICAL ASSAULT BY ANYONE WILL NOT BE TOLERATED.** INSSA officials may assess penalties/fines for violation of this rule, ranging from a fine (amount to be determined by the severity of the incident), disqualification and/or suspension for one or more events for offending participant. Drivers, owners, and crewmembers may all be penalized for unsportsmanlike conduct. Fines and/or penalties will be at the discretion of officials. **THE DECISION OF THE INSSA OFFICIALS WILL BE FINAL.** All fines will be added to overall point fund of the INSSA series.

**NO DRUGS. NO HARD ALCOHOL. NO FIREARMS PERMITTED IN THE PIT AREA. NO EXCEPTIONS.**

**Fines are payable immediately.** A period of suspension will exist until said fine is satisfied. Driver is responsible for any fines levied to his/her or her owner, pit crew or supporters.

INLAND NORTHWEST SUPER STOCK ASSOCIATION  
2011 GENERAL RULES & REGULATIONS

**DISCLAIMER**

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. The race officials shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS. **ANY INTERPRETATION OR DEVIATION OF THESE RULES IS LEFT TO THE DISCRETION OF THE OFFICIALS. THEIR DECISION IS FINAL.**

In consideration of being granted permission to participate in the INSSA events, each participant agrees to abide by the established rules, regulations, and officials decisions rendered during the 2011 season. The participant further agrees to release, remise and forever discharge INSSA and its coordinators, promoters, officials, sponsors, and manufacturers of all racing equipment used by the series from all liabilities and possible causes of action whatsoever that may accrue from any loss, damage, and injury (including death) that may be sustained.

INLAND NORTHWEST SUPER STOCK ASSOCIATION  
 2011 GENERAL RULES & REGULATIONS

**2011 PURSE: Stateline Speedway ¼ mile**

	20 cars	18 cars	16 cars
1	800	800	800
2	700	700	700
3	550	550	550
4	500	500	475
5	450	450	425
6	425	400	375
7	375	350	350
8	375	350	350
9	350	350	350
10	350	350	350
11	350	350	350
12	350	350	325
13	350	325	325
14	350	325	325
15	350	325	300
16	350	325	300
17	350	325	
18	325	325	
19	300		
20	300		
	\$8,250	\$7,450	\$6,650

INLAND NORTHWEST SUPER STOCK ASSOCIATION  
2011 GENERAL RULES & REGULATIONS

**2011 PURSE: SCR ½ mile**

1	\$3,000
2	\$2,000
3	\$1,250
4	\$750
5	\$500
6	\$500
7	\$500
8	\$500
9	\$500
10	\$500
11	\$500
12	\$500
13	\$500
14	\$500
15	\$500
16	\$400
17	\$400
18	\$400
19	\$400
20	\$400
	\$14,500