



2018 OFFICIAL CLASSIFICATIONS AND RULES



SERVING THE EXHIBITOR

The International Show Car Association is the sanctioning body for the Summit Racing Equipment Show Car Series. It does not produce shows, but sets rules and regulations, governs the competition to ensure fairness and promotes growth of the sport.

The Association's members are not only exhibitors, but all types of automotive enthusiasts who enjoy car shows or just enjoy their cars. These individuals are the true backbone of the car show sport, and it is for them that the ISCA was established over 55 years ago.

The ISCA provides its exhibitor members with a direct means of expressing suggestions and concerns related to show functions, an opportunity to take an active part in show affairs, a means of sharing the increasing success of these events, and the latest information on show activities.

Over the years, the show and classification rules in this manual have been refined to encompass every aspect of the auto show sport. Every effort has been made for these rules to be as clear, concise and fair as possible for the majority of exhibitors. The ISCA ensures that all producers conduct events within the rules established for the betterment of the sport.

Your show entry blank will serve as your membership application. Entry blanks can be obtained through any ISCA Show Chairman or Producer or on our website, www.theisca.com.

This Rulebook is intended for the exclusive use of ISCA officials and members only. Use by non-members is prohibited and will result in formal legal action.



INTERNATIONAL SHOW CAR ASSOCIATION

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*Visit our website: www.theisca.com
Follow us on Facebook:
The ISCA – International Show Car Association*

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ETHICS COMMITTEE

The Ethics Committee was formed to investigate any alleged unethical practices involving ISCA Producer-Members, ISCA Officials, and/or ISCA exhibitors in the ISCA Championship Series. The committee is not intended to investigate, nor will it become involved in investigations related to judging or classification disputes or discrepancies.

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APPEALS COMMITTEE

The purpose of the Appeals Committee is to investigate judging or classification disputes or discrepancies.

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SHOWING YOUR VEHICLE

There is one type of membership for the ISCA. When you fill out and submit an entry blank to an ISCA-sanctioned show, upon acceptance to that show, you are an ISCA member. The fee to enter an ISCA-sanctioned show can vary from show to show. Please confirm with each individual producer or show chairman.

It is very important for all members to list their email address on the entry form as more and more information will be distributed via the Internet. ISCA understands not everyone has a computer and for those situations, we will handle it on a one-to-one basis through the ISCA office.

Many times, exhibitors are unsure of what it takes to compete at an ISCA event. This rulebook is intended to help you understand the judging procedures and their importance to your entry.

Your vehicle is judged in five areas: body/paint, interior, engine, undercarriage, overall detail/cleanliness/and safety. Each area is evaluated as to the difficulty, quality, and extent of each modification. To be competitive for the "Outstanding Interior" award, the finish of an interior should go as far as door jams and edges of upholstery and carpet. If the engine compartment is to be judged, the hood should be raised enough for the judges to see the entire area.

Judges can only evaluate what they can see, so be sure to leave your vehicle open as you wish it to be judged, from the opening of the show until after awards.

If your vehicle has modifications which are not readily visible, you should document them in a judge's handbook placed in a visible location. This will help ensure that the judges are aware of all modifications.

Signs should be incorporated into the theme of the display to inform spectators of the modifications made to a vehicle and to credit individuals who made the entry possible.

There are four levels of shows in the ISCA: L1, L2, L3 and L4. L1 designates the largest shows/markets, while L4 designated the smallest shows/markets. These levels are used to inform you, the participant, of the amounts of the cash prize payouts and the number of certain awards that can be won at each of the different show levels. See pages 5, 44, and 46 of the Rulebook for more information concerning show levels.

DISPLAY INFORMATION

Displays are an important part of showing your entry. A good display only enhances your vehicle. Keep in mind when designing and building your display, many smaller shows have space limitations and cannot accept displays that are not built in 10' increments at the widest points.

Your display should have stanchions, ropes or enclosures which will protect your vehicle from crowds yet still allow spectators an unobstructed view. For a display to be complete, it should have a kick rail or trash barrier around the bottom of the display's enclosure to be considered for a display award.

If your display is wired for any type of electricity or has any type of lighting associated with it, it cannot be eligible for the Non-Electrical Display Award. It makes no difference if it is plugged in or not.

Some things considered when judging displays will be: How well does the display show or 'go with' the entry? Are the materials used for the display safe and do they enhance the entry? Are the quality and construction up to the standards of a top-notch display? Is the display free of jagged edges, sharp points or hot lights that could easily hurt someone? Is the electrical part of the display built to meet all codes? If these questions can't be answered satisfactorily, the display may not be considered for any display awards.

If a display is accepted to a show and the dimensions shown on the entry blank are inaccurate, the display may be disqualified from judging and/or removed from the show if the producer determines that it is creating a problem. All displays must be fireproof, safe, and free standing. They must allow judges total accessibility to all sides of the entry. If more than one entry is contained in the same display, this display will be ineligible for "Outstanding Individual Display" award.

Display awards are judged on the manner in which the vehicle is presented to the public. Consideration will include the enclosures, ropes and stanchions, and signs, which must be informative; that is, convey information to the public regarding the builder, engine, etc. The following number of "Outstanding Individual Display" awards will be given at shows. The awards listed below will include a plaque and \$100 each

- L1 Show – 10 Awards (suggested)***
- L2 Show – 8 Awards (suggested)***
- L3 & L4 Show – 6 Awards (suggested)***

Display entries can only win one display award. Any entry that is wired or has any kind of lighting associated with it cannot be eligible for Outstanding Non-Electrical Display award, whether it is plugged in or not. **Outstanding 10X20 and Outstanding Non-Electrical Displays will have no cash awards associated with them.**

Read and follow the rules outlined in this book; they have been designed to ensure each exhibitor fair, professional treatment at all ISCA events. If you need any further clarification, contact The ISCA Office at (248) 371-1600.

SHOW REGULATIONS

The continued success of ISCA events depends on cooperation between exhibitors and show management. The following regulations have been established for the benefit of both parties. Failure to follow these regulations may result in disqualification.

1. Exhibitors should realize they are on display, along with their vehicles. All exhibitors must adhere to a reasonable standard of dress and conduct; clean, presentable attire is required. **Lounging in the exhibit area is prohibited.** Please contact the show producer or show chairman to find the location of the Exhibitor's Lounge or a suitable place for you, the exhibitor, to gather. Do not deface the show building or leave boxes of debris in the exhibit area.
2. No alcoholic beverages will be permitted in the display area from beginning of set-up until after trophy presentations. Violators may be subject to disqualification.
3. No dangerous, uncontrollable or objectionable animals will be allowed in the building during show hours.
4. All exhibitors are required to furnish their own stanchions and ropes. In some cases, these may be rented at the show.
5. All vehicles and displays should be presented in good taste. No obscene or suggestive items will be allowed.
6. Entries must be at the show at least three hours before the show opens to the public to be eligible for competition.
7. At no time will careless or reckless driving by exhibitors or unnecessary noise from entries be tolerated; this includes during set-up and tear-down hours.

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8. All "For Sale" signs displayed with entries must meet the approval of the individual producer.
 9. Any exhibitor who does not pay his/her motel bills, or is responsible for unpaid damages to a motel room or exhibit hall, will be disqualified from all future ISCA shows/ championships.
 10. "Camping out" with motor homes, RV's or trailers will not be permitted on loading docks or building sites unless arrangements are made in advance with the show's Producer.
 11. Exhibitors must consider the cost of electrical outlets when constructing their displays. Each display will be limited to 110-volt power only. A three-wire system must be used, and all wiring must comply with local building regulations. Be aware that some buildings require 'GFI' units on all displays. If a display is wired in any way, plugged in or not, it cannot be considered for the Non-Electrical Display award.

In some instances, show management will pay for an exhibitor's electrical needs. Some guidelines used when considering these entries are: The display must be a 20x20. The display must have a solid enclosure, complete with a kick rail or trash barrier. All eligible displays must have a complete floor covering consisting of carpet, tile or wood laminate. In most cases, these entries are "travelers" on the circuit. Rope and stanchion displays will not be considered.

All eligible displays, especially ones needing electricity, must be pre-approved by the show management. It is the participant's responsibility to know how you have been accepted for each show. Please remember, not all shows use the same criteria when considering displays. Most ISCA entry blanks have a space for you to mark if your display requires electricity. Please mark it correctly before sending in your application.

12. The recommended dimensions for displays are 10' x 10' increments. 20' x 20' is normally the largest accepted display. Be aware some buildings do not allow odd-sized or over-sized displays due to space limitations. Exhibitors should note on each entry blank the exact outside dimensions of their displays.
13. All displays must be completed by the opening of the show to be eligible for any display awards, unless

otherwise approved by the ISCA official in attendance.

14. Displays may not be dismantled prior to completion of the entire show.
15. All vehicles and displays must be compatible with any restrictions or requirements imposed by ISCA related to sponsorship arrangements for the annual championship points competition. Incompatible vehicles or items may be excluded. Hero cards for entries are acceptable.

Sponsorship of individually owned vehicles is permitted under the following guidelines:

- Sponsorship identification is limited to trailers, show vehicle, display, (signage no larger than 4' x 3'), and uniforms of owner and crew.
 - No overhead signs with sponsor identification are allowed.
 - No large advertising signs, handbills or business card distribution is allowed with entries unless they appear in conjunction with commercial booth space. Hero cards for entries are acceptable.
 - All sponsored vehicles must register with the ISCA as a sponsored vehicle prior to the first show in which that vehicle will appear.
16. **AN ISCA MEMBER MUST TRAVEL AT LEAST 150 MILES ONE WAY TO QUALIFY FOR TRAVEL MONEY. ALL ISCA PARTICIPANTS MUST BE PRE-APPROVED FOR TRAVEL MONEY.**

BECAUSE OF TRAVEL MONEY BUDGETS, ALL TRAVEL MONEY MUST BE PRE-APPROVED BY THE SHOW PRODUCER. IN MOST CASES YOUR ACCEPTANCE LETTER WILL BE CHECKED WITH OR WITHOUT TRAVEL MONEY. IT IS YOUR RESPONSIBILITY, AS A PARTICIPANT TO BE AWARE OF THIS BEFORE AGREEING TO ATTEND ANY GIVEN SHOW.

A standard of \$.50 per mile must be paid for mileage of 0 to 1000 miles one way with the producer's approval. Remember, you must travel at least 150 miles one way to qualify for travel money and it must be approved by show management. Travel money will be computed from the exhibitor's home address to the show city as verified by using online mapping. If travel money is not claimed by the close of the show, it will be forfeited. All travel money and awards money will be paid in the currency of the

country in which the show operates.

If an ISCA member has one (1) full-size entry, they will receive 50¢/mile as the rule reads. If an ISCA member has one (1) full-size and one (1) motorcycle, that member will receive 75¢/mile as the rule reads. If an ISCA member has two (2) full-size entries, that member will receive \$1.00/ mile as the rule reads. If an ISCA member has one (1) motorcycle, that member will receive 50¢/mile as the rule reads. If an ISCA member has two (2) motorcycles, that member will still receive 50¢/mile as the rule reads.

Under no circumstances will any ISCA member receive more than \$1.00/mile as the rule reads. No travel money will be paid to entries listed under Additional Classes and/ or Kids Classes.

No ISCA member will be allowed to suggest or ask a producer for any benefits other than travel money. ISCA will take whatever steps necessary to maintain an equal playing field for all ISCA members. If a producer reports any such request or suggestion the member involved will be disqualified from the Annual ISCA Championship Competition.

17. Show producers, show chairmen, show personnel, ISCA or ISCA officials may not be held responsible for theft of, or any damage to, displayed articles.

CLASSIFICATION RULES

18. In cases where there are single entries in a class, the judge may place them in the next appropriate class.
19. All entries must be operable within the definition of their classification. Determination will be strictly up to the ISCA official and supervisor.

All entries must be able to start, pull forward, go backward, turn right and left, and stop (by applying brakes) under their own power. Vehicles manufactured with 4-wheel brakes must have all brakes operable.

20. In order to be qualified as a Class Champion or a Category Champion, you must have at least one (1) spot check for the current season you are competing in.

This is your responsibility. You must contact an official at a show and successfully complete the spot check. When you receive your spot check sticker at that same show, the official will notify ISCA headquarters and they will

keep a list of those eligible to qualify for above Championships. If you are qualified to win, but do not meet the start sticker criteria for qualification, the Championship will move down to the next eligible exhibitor.

A judging supervisor may request a spot check at any time if there is reason to believe a vehicle, that has already been checked, is no longer operable and the spot check meets with the approval of the show producer involved. The check will be conducted with the vehicle on the ground, in the manner in which it is displayed; changing of equipment is not allowed. A person must be behind the steering wheel at all times during each check. A small sticker will be placed on the headlight of the vehicle as confirmation of each spot check.

21. If a mechanical failure causes an entry to be late for a show, the exhibitor must notify the producer by phone. He must then bring receipts with him for confirmation and may be penalized for late arrival. If the entry does not arrive by 10 p.m. of the opening day, it will be disqualified from all competition for that event.
22. Any entrant may protest the mechanical operability of another entry. The ISCA official in attendance will have final determination of the validity of each protest. The protest must be filed in writing by 7:00 p.m. opening day of the show with a \$250.00 protest fee. If the protested entry proves to be operable (in the same procedure used in a spot check), the fee will be awarded to the protested vehicle. If the protested entry is proven inoperable, the fee will be returned to the original protestor. The protested vehicle will have until noon, Saturday, to prove operability. Only gas, oil, water, and fluids may be added to a protested vehicle. The battery may be charged. No mechanical work is allowed. Vehicles that have the drive shaft removed for towing purposes must display the shaft with the entry and install it in the case of protest. This also includes tires and rims removed for display. Minor adjustments such as (but not limited to) unsticking floats, adjusting linkage, connecting battery cables, etc., may be allowed at the official's discretion; however, fuel must run from and through the fuel tank. In many cases, it is against building regulations to start a vehicle on building property. In this case, it will be up to the ISCA official to determine operability. The official's decision will be final.
23. Engines of entries must not be operated while spectators

remain in the show building. The seriousness of this offense (as determined by the ISCA official) would mean disqualification of the violator from competition.

24. When an entry is disqualified through the protest procedure, or found to be inoperable by a judge, it will automatically be dropped one position in the class results and will be ineligible for any special awards in those areas directly related to the disqualification.
25. For an ISCA member to have a classification change become official, a Classification Change Form must be submitted to the ISCA office. If a vehicle is misclassified originally by ISCA, it may change categories during the season without any penalties. However, if modifications during the season cause the vehicle to fall into a different category, it may keep the Championship Credits accumulated thus far in the previous category. But in order to begin earning credits in the new category, it must be re-registered for the new category. Credits for the new category begin at zero, and it must requalify in the new category. If modifications during the season cause a vehicle to change class within the same category, the entry may retain and continue to add to its credits total from the previous class.
26. In the event a vehicle is misclassified at a show, an exhibitor may file for reclassification by noon Saturday at all events.

JUDGING RULES

27. It is recommended that each exhibitor provide the judges with an information sheet listing the modifications made to his/her entry, and place it in a visible location in his/her display.
28. Entries to be judged should have hood, doors and trunk open from set-up until tear-down.
29. On entries with covered areas (belly pans, engine covers, etc.) judges must have access to these areas, or minimum or no judging points may be awarded.
30. All entries must have drip pans or non-absorbent floor coverings and must comply with fire regulations including disconnecting battery cables and locking or taping gas caps.
31. Up to the close of the show, exhibitors are welcome to confer with the judging staff with any questions

concerning their entry. Judges will be available for a minimum of one hour following to the close of the show. If judging sheets are not picked up after the show, they will not be made available.

32. Single entry classes may or may not have judging sheets run. Any owner can request a judging sheet run on his or her entry by contacting the judging supervisor at any given show on Friday evening.
33. All judging discrepancies must be settled within one hour after the close of the show. No judging sheets will be changed or revised by anyone except the original signing judge or judges. In some cases, more than one judge may be scrutinizing a class, so there could be different handwriting on the same judging sheet. Under no circumstances may any exhibitor be involved in the judging.

DISPUTES

34. The International Show Car Association shall have sole authority to disqualify any participant, exhibitor, organization, or vehicle from any event and/or from championships through loss or reduction of credits and/or cancellation of ISCA memberships and/or expulsion from events if violation or offenses so warrant. Such violations or offenses shall include, but not be limited to: (a) assaulting, threatening, or displaying poor sportsmanship toward any ISCA official, producer, judge, staff member, security officer, other vehicle owner, building personnel, or general public; (b) burning rubber in building, extreme profanity, throwing of trophies, plaques, checks, etc.; (c) sabotaging another exhibitor's vehicle; (d) attempting to bribe judges or any ISCA representative; (e) threatening to sue or bring suit against ISCA, its assigns or sponsors; (f) soliciting extra benefits from ISCA producers such as hotel rooms, extra travel money, expense reimbursements, etc. Unsportsmanlike conduct will result in a car and driver/ owner disqualification for one (1) full season or longer.
35. Authority to disqualify or expel is not confined to rule infractions which may occur during an event, but is extended to cover any and all infractions in or out of an event. All participants in ISCA sanctioned events are bound by the rules and regulations as set forth by ISCA.
36. Any participant so disqualified will be notified by the ISCA

General Manager in writing. He may then appeal to the Appeals Committee within 10 days of the disqualification action by applying in writing to the ISCA Competition Committee. A fee of \$250.00 must accompany the appeal. The party or parties concerned shall be given adequate notice of appeal and shall be entitled to present any supporting information necessary to the decision. The Appeals Committee may affirm, increase, decrease, or waive any disqualification. If successful, an appellant shall receive a return of the appeal fee.

37. The decision of the Appeals Committee shall be final. No exhibitor, member of crew or entourage shall have cause of action against ISCA or any ISCA official. All legal actions taken against the ISCA will be limited to the jurisdiction of the courts situated within Michigan.
38. Judgmental calls are not appealable.

RULES OF THE ISCA CHAMPIONSHIP SERIES COMPETITION

(Custom, Rod, Truck, Street Machine Comp, and Restored)

39. All current ISCA members are eligible to compete for the ISCA Championship. Each entry to be placed in the competition must be registered separately. Credits will be counted from the time a member registers for their first show, retroactive 30 days from that date. **Responsibility lies with the member to advise ISCA of previous shows attended within that 30 days. ISCA Championship standings are maintained by ISCA Headquarters. For information on the standings, contact the office or the ISCA website, www.theisca.com.**
40. Each registered member will receive ISCA decals, an ISCA membership card, 2 Exhibitor weekend passes, access to the online ISCA Rule Book and the ISCA website.
41. To qualify for the ISCA Championship Finals, an exhibitor must win either an Outstanding in Category or Best in Category Award in at least (4) four shows and have a total of (4) four credits or more. An entry may earn these credits three different ways, the two listed above or by winning any two of the following Outstanding awards at an individual show: Detail, Engineered, Undercarriage,

Paint, Engine or Interior.

- a. All shows must be sanctioned ISCA Championship Series Events.
- b. Any competing exhibitor must have a spot check for the Current season.

(See Rule #60 under “Class Championships” on Page 19 for requirements and information on qualifying for and winning ISCA Class Championships.)

42. Members are limited to two consecutive years of winning an ISCA Championship with the same vehicle. Although they may enter ISCA shows the third consecutive season, their credits will not be counted that season. Only by making significant changes to the championship vehicle so that it is unrecognizable (final determination to be made by the Competition Committee), can the vehicle earn credits during the third consecutive season.
43. Any vehicle showing as a feature for a non-ISCA producer (as determined by the ISCA) within 50 miles of a city where there is an ISCA Championship Series event, will be disqualified from the championship for that season unless previous authorization is granted by ISCA.
44. If any entry competing in the ISCA competition changes ownership, the credits may be transferred and remain credited to the entry for that show season. The ISCA must be notified of the change of ownership in writing.
45. Exhibitors should submit entry applications to the producer (or their representative, i.e., Show Chairman) for shows as early as possible, considering that space is often limited. An exhibitor may cancel his application up to 15 days prior to opening of the show. It is recommended that cancellations be sent by registered letter, UPS or FedEx, so the action can be confirmed. If within 15 days of a show an ISCA Member fails to show his/her vehicle without notifying the producer, the exhibitor’s entry form may be sent to ISCA within 30 days to have “no show” credits deducted. On the first offense, 1 credit will be subtracted from the exhibitor’s championship total; on the second offense, 2 credits will be subtracted; on the third offense, the exhibitor will be disqualified from the championship for the season. If the exhibitor attended another show that same weekend (as determined by ISCA), the exhibitor will receive no Championship Credits for the other show and will have 2 credits deducted for the first offense; 3 credits for the

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- second offense; and on the third offense, the exhibitor will be disqualified from the championship for the season.
46. A vehicle must be in competition in a show in order to receive a credit for that show, provided the show is actually produced.
 47. If a mid-season rule change has a direct effect on the awarding of credits, the credits will not be retroactive.
 48. Special awards created after the rule book is printed will be announced by a special letter to ISCA officials and producers, and will be posted in the online “News” Section and homepage of the ISCA website (www.theisca.com).
 49. All rules in the official ISCA Classifications and Rules Book are final. Rules expressed herein cover the season as noted on the cover. Any supplements and/or changes must be sent individually to all producers and ISCA officials, must be posted on the homepage and listed in the “News” section of the ISCA website (www.theisca.com).
 50. Many non-sanctioned shows are produced in North America each year. Although some of these shows do not conflict with ISCA Championship Series events, others are in direct competition and affect the promotion of nearby ISCA Championship Series events by virtue of the fact they are produced in the same market. For this reason, participation in certain non-sanctioned shows by ISCA members will result in a credits penalty. For the first offense, 2 credits will be deducted; for the second offense, 3 credits will be deducted; and on the third offense, the exhibitor will be disqualified from the championship for the season. The status of any event may be determined by contacting ISCA Headquarters (see page 3).
 51. Vehicles owned by clubs, associations, or their members, as well as individuals who host ISCA Championship Series events, will not be allowed in competition at their own events. However, they will be eligible for all awards in other ISCA Championship Series events. Certain associations will be allowed to have their club members’ vehicles in competition at their own event if all three of the following conditions are met:
 - a. Association has more than five (5) member clubs.
 - b. Total individual membership exceeds 100 members.
 - c. Association has existed for more than one year.

Neither the president, a member of the governing body, a board member, chairman, co-chairman, judge or supervisor of a show-hosting association may compete at his/her own show. A show chairman may not earn credits in the championships.

52. No ISCA judge, ISCA Producer-member, their immediate families, producer employees or producer employees' immediate families may compete or represent an entry or display that competes in individual shows or competes in the ISCA Championship Series for credits. No ISCA official may judge an entry or display that the official has been involved with.
53. Personal vehicles owned by touring commercial exhibitors or hauled and/or set up at shows by touring commercial exhibitors are allowed to compete for championship credits as long as the competing vehicle is not in any way connected to the commercial exhibit. Such as: a tow vehicle, a display vehicle for the exhibit space, etc. Any competing entry must be shown separate from the commercial exhibit.
54. Exhibitors may not derive a major portion of their income by working for a commercial exhibitor if their vehicle is exhibited in that show.
55. Every effort has been made for the rules in the official ISCA Classifications and Rules book to be clear and free from misinterpretation. In the event that further clarification of rules is required, ISCA Competition Committee clarification and/or interpretation will be final.
56. All ISCA shows must use an approved ISCA official as judging supervisor backed by a competent staff of ISCA judges as deemed necessary by the ISCA Competition Committee.

ISCA CHAMPIONSHIP FINALS

57. The ISCA Championship Finals will be a competition held toward the end of the show season or within 30 days of the last show of the season. There will be five category champions awarded at the finals: Custom, Truck, Rod, Restored, and Street Machine Comp. There will be no class judging at the finals. To be eligible to compete for the ISCA Championship Finals, an entry must win four (4) Best or Outstanding in category awards in the preceding season. An entry may earn one credit per show by winning any two of the following awards: Outstanding

Detail, Outstanding Undercarriage, Outstanding Engineered, Outstanding Paint, Outstanding Use of Color, Outstanding Engine or Outstanding Interior. You must win a minimum of four (4) shows, and have a total of (4) or more ISCA Championship Credits (see Rule 41). If this is achieved, an entry will be invited to compete at a predetermined location for the ISCA Championship Finals. This will be a heads-up competition. All entries competing at the ISCA Finals will be spot checked at the show before setup. This is in addition to the current spot check for the season.

If the ISCA Championship Finals is held in conjunction with a show during the current season, the credits awarded that weekend will count for the next season's competition. The credits awarded at any show after the championship finals will also count for the next season's competition.

The ISCA Category Championship winners will be listed as the ISCA (i.e., Restored, Custom, Rod, etc.) Category Top Five and other qualifiers.

CLASS CHAMPIONSHIPS

58. 2014 marked the first season in which we will select an overall ISCA winner, identified as the Grand Champion.

The Grand Champion will be selected from among the Five (5) Category Champions for the current season. The competition for Grand Champion will take place at the ISCA finals each season and will be conducted by ISCA judges.

To make their determination, the ISCA judging staff will evaluate each vehicle based on the level of execution the completed project achieved compared to the ideal for that category. The judges will then compare the level of execution of that vehicle to the other categories. The vehicle that is determined to be the closest to ideal will be crowned Grand Champion.

59. To qualify for International Class Championships, an exhibitor must fulfill the following requirements:
- a. All shows must be ISCA-sanctioned Championship Series events.
 - b. Must have won his/her class in at least four shows.
 - c. Must have a current spot check for the season.

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60. International Champions will be listed at the end of the season on the ISCA website.
61. Only the classes listed in this book under “ISCA Competition Classifications” will be considered in determining Class Champions. Class Championships will not be broken down as they may be at shows.

ISCA COMPETITION CLASSIFICATIONS

This classification listing has been approved by the International Show Car Association and is recommended for use at each sanctioned event. Only the “base” classes (in bold print) are used in determining Class Championships. The classes may be further broken down, as indicated, at the discretion of the judging supervisor for each show.

Occasionally, vehicles may appear to qualify for more than one classification. It is the intent of the ISCA to place such vehicles in the most suitable classes based on construction and appearance. Responsibility for initial classification of this type vehicle will rest with the individual supervisor in attendance at the first event in which it competes.

MISCELLANEOUS CATEGORY

Additional Classes – Kids Classes

CUSTOM CATEGORY

Custom – Sports Car – Sport Compact/Tuners Classes

TRUCK CATEGORY

Truck Classes – Van Classes

STREET MACHINE COMP CATEGORY

Street Machine & Pro Street Classes

(Truck – Rod – Custom Rod – Street Touring & Pro Touring–
Street Touring & Pro Touring Trucks)
Competition Classes

ROD CATEGORY

Rod – Custom Rod – Traditional Rod Classes

BIKE CATEGORY

Bike Classes

RESTORED CATEGORY

Restored Classes

BOAT CLASSES

MISCELLANEOUS CATEGORY

Additional Classes and Kids Classes

ADDITIONAL CLASSES

- 0900.0 **Go Kart** — limited to open chassis or can-am bodies
- 0905.0 **Special Interest - Motorized**
- 0910.0 **Special Interest - Non-Motorized**
- 0915.0 **Mini-Vehicle** — hand-built or kit; wheelbase/tread width limits of less than 80"/52", measured from the mounting surface of hub, drum or rotor. (Final determination will be made by ISCA Competition Committee.)
- 0920.0 **Experimental**
- 0925.0 **Mini Bike**
- 0926.0 **Scooters**
- 0930.0 **Novelty Vehicle**
- 0940.0 **Lowrider Bicycles — May be broken into:**
Stock (stock frame)
Mild Custom (up to 2 modifications on frame)
Full Custom (3 frame modifications)
Radical Custom (4 or more modifications)
- 0945.0 **Quad-Runners and Side-by-Sides**

KIDS CLASSES

A group of classes for vehicles, entered by youngsters under 16 years of age, especially to encourage their involvement in custom car shows and, even more importantly, to introduce them to our hobby-sport. Classes include, but are not limited to the following:

- 0950.0 **Pedal Cars**
- 0955.0 **Custom Wagon**
- 0960.0 **Restored Bicycle**
- 0965.0 **Custom Bicycle**
- 0970.0 **Quarter Midget**
- 0975.0 **Jr. Dragster**

CUSTOM CATEGORY

Changes are minor alterations to a vehicle such as removing chrome, bolt-on bumpers and grilles, simple nosing or decking (which do not involve body work). Four or more changes constitute a modification. The number of modifications are counted in determining the classification of vehicles in the Custom Category.

Ten or more brightwork items (including polished or brush-finished chrome, gold, aluminum, or brass plating) on undercarriage and on engine and engine compartment will count as one modification each area; does not include fasteners.

Modifications include, but are not limited to, the following (one modification each): only special paints (the use of candy, pearl, flake, scallops, flames or any type of trick paint); shaved door handles, scoops, headlight alterations (involving body work); tail light alterations (involving body work); grille alterations (involving body work); rolled pans and wheel-well alterations (involving body work); engine conversions and interior alterations (no matter how extensive); independent rear-ends; conversions; ground or cherried block; lights or other items molded into a bolt-on spoiler; molded and/or filled frames, filled firewall and flat or padded vinyl tops that involve body work. Filled inside door edge seams and louvers do not count as modifications.

Any major work to a chassis that requires cutting and welding, such as front suspension changes (I-Beam to independent, etc.); rear suspension changes, such a rear end housing changes (Ford to Chevy, coil over shocks instead of springs, Air ride type suspension); "C'ed" frames, etc., counts as one modification per occurrence front and rear. (The one modification per occurrence front and rear counts with regard to the above listed work, but is not limited to just that work.)

Supervisors and judges must always keep in mind the amount of work that was required to accomplish the complete vehicle, even if some of the work is hidden.

Where classes are split into Conservative, Mild, Semi, Full and Radical, splits will be based on vehicle having the proper number of modifications for the classification:

CONSERVATIVE

0-3 modifications

MILD

4-6 modifications

SEMI

7-10 modifications

FULL

over 10 modifications

RADICAL

Any number of modifications, at least one of which is chopping, channeling or sectioning.

CUSTOM CLASSES

1949 to current year (except Early Custom class)

- 1010.0 **Custom Convertible** — 1949-2015 (May be broken down into Mild, Semi and Full at shows or by model year.)
- 1020.0 **Radical Custom Convertible** — 1949-current year
- 1030.0 **Custom Wagon** — 1949-2015. All wagons including Nomads, etc. (May be broken down into Mild, Semi and Full at shows or by model year.)
- 1040.0 **Radical Custom Wagon** — 1949-current year. All wagons including Nomads, etc.
- 1045.0 **Custom Woody Wagon** — 1949-current year
- 1050.0 **Radical Luxury Limousine** — Stretched Cadillacs, Continentals, Lincolns, etc.
- 1060.0 **Custom 4x4** — Automotive bodies equipped with 4x4 suspensions. (May be broken down into Mild, Semi, Full and Radical at shows.)
- 1070.0 **Custom Dune Buggy** — Fully streetable units; no off-road vehicles. (May be broken down into Show, Street, Hand-built and Pickup at shows.)
- 1080.0 **Conservative Hardtop** - 1949-1954
- 1090.0 **Conservative Hardtop** - 1955-1959
- 1100.0 **Conservative Hardtop** - 1960-1969
- 1110.0 **Conservative Hardtop** - 1970-1979
- 1120.0 **Conservative Hardtop** - 1980-1989

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- 1130.0 **Conservative Hardtop** - 1990-1999
- 1135.0 **Conservative Hardtop** – 2000-2015
- 1140.0 **Contemporary Custom** — 2016-current year — with 0-3 modifications. 4-10 modifications move to appropriate class in custom category
- 1150.0 **Mild Hardtop** — (May be broken down by model years at shows.)
- 1160.0 **Semi Hardtop** — (May be broken down by model years at shows.)
- 1170.0 **Full Hardtop** — (May be broken down by model years at shows.)
- 1180.0 **Radical Hardtop** — (May be broken down by model years at shows.)
- 1190.0 **Early Custom** — 1935-1948 car with 10 or more modifications, one of which can be chopped, channeled or sectioned; a kemp style vehicle with extensive molding
- 1200.0 **Exotic Custom** — Foreign, luxury sedans (i.e. Mercedes, Jaguars, etc.) with less than 4 modifications
- 1210.0 **Hand-built Custom**
- 1220.0 **Lowrider Custom** — Must have air bags, air ride or hydraulics front and rear. Entries must be consistent with lowrider styling. Consideration for special awards, Outstanding and Best, in normal categories. (May be broken down into Mild, Semi, Full or Radical; by model years at shows.)
- 1270.0 **Nostalgia Custom** — Suede painted entries with a nostalgia theme. Example: '50 Mercury with suede paint, wide whitewalls, smoothie wheels, etc.
- 1280.0 **Traditional Custom** — Traditional theme — no paint, rough appearance, but must be safe for the road (tires, brakes, floorboards, etc.). Both classes may be broken down by body style and/or by model year. If any entries in this class is found to be non-acceptable because of safety concerns, the entry will be a non- comp.

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www.theisca.com***

SPORT/SPORT COMPACT CLASSES

Sports Car Classes are basically for 2-passenger cars (Corvette, Fiero, Viper, Prowler, AMX)

- 1300.0 **Conservative Sports - pre-1963** — Domestic and foreign cars: (may include Early Foreign Sports that are modified, (i.e. MG's, etc.)
- 1310.0 **Conservative Sports - 1963-1967** — Domestic and foreign cars
- 1320.0 **Conservative Sports - 1968-1982** — Domestic and foreign cars
- 1330.0 **Conservative Sports - 1983-1996** — Domestic and foreign cars
- 1340.0 **Conservative Sports - 1997-2015** — Domestic and foreign cars
- 1350.0 **Contemporary Sports - 2016-current year** — With 0-3 modifications. 4-10 modifications move to appropriate class in Sports Category
- 1360.0 **Mild Sports** — (May be broken down by model years at shows.)
- 1370.0 **Semi Sports** — (May be broken down by model years at shows.)
- 1380.0 **Full Sports** — includes Can-Am and hatchbacks (may be broken down by model years at shows)
- 1390.0 **Radical Sports** — (May be broken down by model years at shows.)
- 1400.0 **Hand-built Sports** — Built from scratch or kits
1410.0 **Exotic Sports** — Limited production 2-passenger vehicles
- 1420.0 **Sport Compact** — All Sport Compacts. (May be broken into Mild, Semi, Full or Radical at shows.)
- 1450.0 **Tuner** — All Tuner Entries. (May be broken into Mild, Semi, Full or Radical at shows.)
- 1500.0 **Compact Custom** — VW Bugs, Geos, Tercels, PT Cruiser, Focus, includes wagons, 4-doors, convertibles, etc.
- 1510.0 **Mild Compact Custom** — VW Bugs, Geos, Tercels, PT Cruiser, Focus, includes wagons, 4-doors, convertibles, etc.

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- 1520.0 **Semi Compact Custom** — VW Bugs, Geos, Tercels, PT Cruiser, Focus, includes wagons, 4-doors, convertibles, etc.
- 1530.0 **Full Compact Custom** — VW Bugs, Geos, Tercels, PT Cruiser, Focus, includes wagons, 4-doors, convertibles, etc.
- 1540.0 **Radical Compact Custom** — VW Bugs, Geos, Tercels, PT Cruiser, Focus, includes wagons, 4-doors, convertibles, etc.
- 1550.0 **Euro Style Custom** — BMW, Toyota, Honda, Mazda, Mercedes, etc. No Sport Compacts or Import/Tuners. (May be broken into Mild, Semi, Full or Radical at shows. May be divided as Asian and/or European, or by model year.)

TRUCK CATEGORY

Changes are minor alterations to a vehicle such as removing chrome, bolt-on bumpers and grilles, simple nosing or decking (which do not involve body work). Four or more changes constitute a modification. The number of modifications are counted in determining the classification of vehicles in the Truck Category.

Ten or more brightwork items (including polished or brush-finished chrome, gold, aluminum, or brass plating) on undercarriage, engine and engine compartment will count as one modification each area. Does not include fasteners.

Modifications include, but are not limited to, the following (one modification each): only special paints, (the use of candy, pearl, flake, scallops, flames, or any type of trick paint); shaved door handles, scoops, headlight alterations (involving body work); taillight alterations (involving body work); grille alterations (involving body work); rolled pans and wheel well alterations (involving body work); engine conversions and interior alterations (no matter how extensive); ground or cherried block; independent rear-end; conversions; lights or other items molded into a bolt-on spoiler; molded and/or filled frames, filled firewall; filled bed rockets; and flat or padded vinyl tops that involve body work. Inside door edge seams and louvers do not count as modifications.

Any major work to a chassis that requires cutting and welding, such as front suspension changes (I-Beam to independent, etc.); rear suspension changes, such a rear end housing changes (Ford to Chevy, coil over shocks instead of springs,

Air ride type suspension); “C’ed” frames, etc., counts as one modification per occurrence front and rear. (The one modification per occurrence front & rear counts with regard to the above listed work, but is not limited to just that work.)

Where classes are split into Conservative, Mild, Semi, Full and Radical, splits will be based on vehicle having the proper number of modifications for the classification:

CONSERVATIVE

0-3 modifications

MILD

4-6 modifications

SEMI

7-10 modifications

FULL

Over 10 modifications

RADICAL

Any number of modifications, at least one of which is chopping, channeling, or sectioning.

TRUCK CLASSES

- 2010.0 **Conservative Pickup** - 1948-1952 except GM, 1947-1954 GM
- 2020.0 **Conservative Pickup** - 1953-1956 except GM, 1955-1956 GM
- 2030.0 **Conservative Pickup** - 1957-1972
- 2040.0 **Conservative Pickup** - 1973-1987
- 2045.0 **Conservative Pickup** - 1988-1999
- 2050.0 **Conservative Pickup** - 2000-2015
- 2060.0 **Contemporary Pickup - 2016-current year** — 2WD and 4WD with 0-3 modifications. 4-10 modifications move to appropriate class in Truck Category
- 2070.0 **Mild Pickup** — (May be broken down by model years at shows.)
- 2080.0 **Semi Pickup** — (May be broken down by model years at shows.)
- 2090.0 **Full Pickup** — (May be broken down by model years at shows.)

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- 2100.0 **Radical Pickup** — (May be broken down by model years at shows.)
- 2110.0 **Custom Pickup** — El Camino and Ranchero. (May be broken down into Mild, Semi, and Full at shows.)
- 2120.0 **Radical Custom Pickup** — El Camino and Ranchero
- 2130.0 **Utility Wagon** — Suburban, Expedition, Durango, Tahoe, Excursion and Escalade etc. (Two-wheel drive only.) (May be broken down into Mild, Semi and Full and Radical at shows.)
- 2140.0 **Mini Utility Wagon** — S-10 Blazer, S-15 Jimmy, Explorer, Escape, 4-Runner, Nissan Pathfinder, Jeep CJ. (Two-wheel drive only.) (May be broken down into Mild, Semi and Full and Radical at shows.)
- 2150.0 **4x4 Utility Wagon** — Late model Suburban, Expedition, Durango, Tahoe, Excursion and Escalade, etc. (May be broken down into Mild, Semi and Full and Radical at shows.)
- 2160.0 **Mini 4x4 Utility Wagon** — S-10 Blazers, S-15 Jimmy, Explorer, Escape, 4-Runner, Nissan Pathfinder, Jeep CJ. (May be broken down into Mild, Semi and Full and Radical at shows.)
- 2170.0 **4x4 Pickup – pre-1988** — All full-sized pickups except competition or competition-appearing 4x4 pickups. (May be broken down into Mild, Semi and Full at shows.)
- 2180.0 **4x4 Pickup – 1989 and Newer** — All full-sized pickups except competition or competition-appearing 4x4 pickups. (May be broken down into Mild, Semi and Full at shows.)
- 2190.0 **Mini 4x4 Pickup – pre-1988** — Small size 4x4 pickups except competition-appearing pickups. (May be broken down into Mild, Semi and Full at shows.)
- 2200.0 **Mini 4x4 Pickup – 1989 and Newer** — Small size 4x4 pickups except competition-appearing pickups. (May be broken down into Mild, Semi and Full at shows.)
- 2210.0 **Radical 4x4 Pickup** — All 4x4 pickups except competition or competition appearing 4x4

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- pickups. (May be broken down into Mini and Full-sized at shows.)
- 2220.0 **Mini Pickup – Pre-1988** — S-10, S-15, Rangers, Dakotas, Toyotas, Nissans, etc.
- 2230.0 **Mini Pickup – 1989 and Newer** — S-10, S-15, Rangers, Dakotas, Toyotas, Nissans, etc.
- 2240.0 **Mild Mini Pickup** — S-10, S-15, Ranger, Dakota, Toyota, Nissan, etc.
- 2250.0 **Semi Mini Pickup** — S-10, S-15, Ranger, Dakota, Toyota, Nissan, etc.
- 2260.0 **Full Mini Pickup** — S-10, S-15, Ranger, Dakota, Toyota, Nissan, etc.
- 2270.0 **Radical Mini Pickup** — S-10, S-15, Ranger, Dakota, Toyota, Nissan, etc.
- 2280.0 **Truck - 1935 to current** — Large trucks. (May be broken down into Straight Truck or Semi-Tractor Truck at shows.)
- 2290.0 **Lowrider Truck** — Must have air bags, air ride or hydraulics front and rear. Entries must be consistent with lowrider styling. Consideration for special awards, outstanding and best, in normal categories. (May be broken down by model years at shows.)
- 2293.0 **Nostalgia Pickup** — Suede painted entries with a nostalgia theme. May be broken down by model year.
- 2297.0 **Traditional Pickup** — Traditional theme - no paint, rough appearance but must be safe. May be broken down by model year.

VAN CLASSES

- 2300.0 **Panel - 1949-current year** — Classed by styling features such as fender shape, headlight placement, windshields, etc. Other manufacturers' vehicles will be classed accordingly (May be broken down into Mild, Semi, Full and Radical at shows.)
- 2310.0 **Sedan Delivery - 1949-current year** — Includes early model Suburban; classed by styling features such as fender shape, headlight placement,

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- windshields, etc.; other manufacturers' vehicles will be classed accordingly
- 2320.0 **Compact Panel** — 1949-current year. (May be broken down into Mild, Semi, Full or Radical, or by model year at shows.)
- 2330.0 **Conservative Van** - (May be broken down by model years at shows.)
- 2340.0 **Mild Van** - (May be broken down by model years at shows.)
- 2350.0 **Semi Van** - (May be broken down by model years at shows.)
- 2360.0 **Full Van** — (May be broken down by model years at shows.)
- 2370.0 **Radical Van** — (May be broken down by model years at shows.)
- 2380.0 **4x4 Van** — All 4x4 vans except competition or competition appearing 4x4 vans.
- 2390.0 **Hand-built Van** — Built from scratch. (Final determination will be made by ISCA.)

STREET MACHINE COMP

Street Machine - Entries (cars or trucks) in any Street Machine class should have, but are not limited to, the following: a narrowed or changed rear end, tubbed or widened rear wheel wells, coil over shocks, 4-link suspension and rear tires over 12" wide. The intended purpose of the vehicle will be considered when classifying within this category. (Street Machine classes may be broken down into Mild, Semi, Full and Radical.)

Pro-Street - Requirements are the same as for Street Machine except an entry must have a full frame change. A roll bar or roll cage is suggested, but not required. A full frame is a fabricated frame from round or square tubing running from the radiator to past the rear axle. The intended purpose of the vehicle will be considered in classifying within this category. (Pro Street classes may be broken down into Mild, Semi, Full and Radical.)

Street Touring - Open to any 1949 or newer car or truck. Entries should have some type of performance-styled exhaust and induction systems. They should have some aftermarket suspension components such as rear ends (coil

overs or independent style) or aftermarket independent front suspensions. The intended purpose of the vehicle will be considered when classifying with in this category. (Street Touring classes may be broken down into Mild, Semi, Full and Radical.

Pro Touring - Requirements are the same as for Street Touring except an entry must have an aftermarket complete chassis. The intended purpose of the vehicle will be considered in classifying within this category. (Pro Touring classes may be broken down into Mild, Semi, Full and Radical.)

Judges, please note the intended purpose of the build when classifying and judging these entries.

STREET MACHINE CLASSES

- 3100.0 **Street Machine Custom** — 1949-1964
- 3105.0 **Street Machine Custom** — 1965-1979
- 3110.0 **Street Machine Custom** — 1980-Current
- 3115.0 **Street Touring** — 1949-Current
- 3120.0 **Pro Touring** — 1949-Current
- 3125.0 **Pro Street Custom** — 1949-1964
- 3130.0 **Pro Street Custom** — 1965-1979
- 3140.0 **Pro Street Custom** — 1980-Current
- 3145.0 **Street Machine Truck** — 1949-1964
- 3150.0 **Street Machine Truck** — 1965-1979
- 3155.0 **Street Machine Truck** — 1980-Current
- 3160.0 **Pro Street Truck** — 1949-1964
- 3165.0 **Pro Street Truck** — 1965-1979
- 3170.0 **Pro Street Truck** — 1980-Current
- 3175.0 **Street Touring Truck** — 1949-Current
- 3180.0 **Pro Touring Truck** — 1949-Current
- 3183.0 **Street Machine Rod** — Pre-1935
- 3185.0 **Pro Street Rod** — Pre-1935
- 3190.0 **Street Machine Custom Rod**—1935-48
- 3195.0 **Pro Street Custom Rod**—1935-48

COMPETITION CLASSES

- 3230.0 **Competition Dune Buggy** — all type bodied; 60” minimum wheel base, roll bar, seat belt, and shoulder harness, any size tire and wheel.
- 3240.0 **4x4 Comp** — 4x4 type vehicle intended for off-road use; must meet basic safety requirements as determined by ISCA.
- 3250.0 **Sand Buggy** — bare floor pans for off-road fun or competition; roll cage, seat belts and shoulder harness.
- 3260.0 **Baja Coupe** — full-bodied off-road, cross country or closed course racing vehicles; roll cage, seat belt and shoulder harness.
- 3270.0 **Formula Road Racer** — for all open wheel road racing cars (also includes closed wheel Can-Am cars); roll bar, seat belts and shoulder harness.
- 3280.0 **Production Road Racer** — foreign and domestics, includes fiberglass replicas of Cobras, Cheetahs, Can-Am Type Corvettes, Porsches, etc. that are equipped for road racing. Qualified entries must have a roll bar, seat belt and shoulder harness. (May be broken down by model year).
- 3290.0 **FWD Drag Racer - Domestic** — All sport compact, stock appearing drag type stock cars with front wheel drive - must meet normal safety requirements.
- 3300.0 **FWD Drag Racer - Foreign** — All import, stock appearing drag type stock cars with front wheel drive must meet normal safety requirements.
- 3310.0 **Import Bracket Racer** — For all import drag cars that do not meet requirements for other drag classes (interior, fiberglass parts, tire size, etc.). Must be full bodied cars. Fiberglass bodies allowed. No altered cars allowed. (Altered comp cars will be put in their closest possible class by determination of the judging supervisor).
- 3320.0 **Domestic Bracket Racer** — for all drag cars that do not meet requirements for other drag classes (interior, fiberglass parts, tire size, etc.). Must be full- bodied cars. Fiberglass bodies allowed. No altered cars allowed. (Altered comp cars will be

put in their closest possible class by determination of the judging supervisor.)

- 3330.0 **Competition Stock** — 1960 or later drag type stock cars. Must have seat belts, may have a shoulder harness. Rear tires can be no larger than 10.5" slick or 12" street tire. Bolt on traction bars and ladder bars are allowed. Wheelie bars are not permitted. Multiple carburetors and factory styled fuel injection systems are allowed. Must have full factory style interior; no interior gutting allowed. Rear seat may be removed for installation of roll cage or roll bar. Must be carpeted.
- 3340.0 **Super Stock** — American factory produced drag type high-performance cars. Roll bar or cage and shoulder harness. Engine in stock location. Any size street or racing tires. Must have full factory type upholstery; rear seat may be removed for installation of cage or roll bar; must be carpeted. Any intake manifold permitted provided unit is same configuration as original.
- 3350.0 **Pro ET** — Entries that are full bodied. Use of fiberglass restricted to hood, doors and trunk lid. Interior optional. Must have a roll bar. Roll cage is optional. Must have a shoulder harness. Any size tires allowed.
- 3360.0 **Super Pro ET** — Entries that are full bodied. May incorporate a fiberglass body. May be foreign or domestic. May have a chopped top (4" maximum). Interior optional. Tin or sheet metal interiors allowed. Roll cage and shoulder harness mandatory. Any size tires allowed. Any induction system allowed.
- 3365.0 **Super Comp** – For drag racing entries running times of 8.90 and faster in the ¼ mile. May include dragsters, door slammers, altered and/or roadsters. Class is also recognized as Quick Rod at IHRA events.
- 3370.0 **Pro-Modified** - Any year entry allowed. May incorporate a fiberglass body. May run on gasoline plus nitrous, alcohol or nitro. Interiors optional. Must have a roll cage and shoulder harness. Class intended to cover IHRA and NHRA Nitro Coupe, Top Sportsman and Pro-Modified class.

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- 3380.0 **Competition Roadster** — Non-supercharged or turbo-charged entries, foreign or domestic. Entries must be produced as open-bodied roadsters, sports cars or convertibles. Body may not be changed in length, width, height or contour. Entries must have fenders, roll cage and shoulder harness. May have a driver's seat only (interior optional). May have a fiberglass body.
- 3390.0 **Altered Competition Roadster** — Same as Competition Roadster, except entries may be super-charged or turbo-charged. Total body height reduction no more than 10". Entries may or may not incorporate fenders.
- 3400.0 **Altered Competition Coupe/Sedan** — same requirements as Altered Competition Roadster, except that all entries will be produced in a design of a coupe or sedan.
- 3410.0 **Pro-Stock** — Foreign or Domestic 2-door coupe or 2-door sedan production vehicles. No sport cars or trucks permitted. Must be fuel injected and have a manual transmission. Bodies may be composite, fiberglass or metal and must retain the factory contour and size. Must have NHRA Pro Stock type roll cage.
- 3420.0 **Funny Car** — Built specifically for all out, full-bodied drag racing competition. Must have roll cage, harness, etc. Any amount of body modifications as long as it looks like a car and not a dragster. Full-gutted interiors allowed. (May be broken down into Funny Car and Sand Funny at shows.)
- 3430.0 **Match Race and Exhibition** — Wheel stander multi-engine cars that don't appear to fit into other classes. Roll bar, flywheel shield, seat belt and shoulder harness required.
- 3440.0 **Competition Dragster** — Full-bodied and partial-bodied dragsters that are carbureted or injected. Used for drag racing. Hand-built tube frames required. (May be broken down into Competition Dragster and Competition Sand Dragster.)
- 3450.0 **Dragster** — Blown nitro or alcohol dragsters. Requirements are the same as Competition Dragster. (May be broken down into Dragster and Sand Dragster.)

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- 3460.0 **Unlimited** — Land speed or Bonneville type. Roll bar, set belts and shoulder harness required.
- 3470.0 **Track Comp Car** — Also includes 1/2 midgets. (May be broken down into Modified Midgets, Midgets, Dwarf Cars [i.e. Legend Cars], Sprint Cars, Stock Cars and Modified at shows.)
- 3480.0 **Pulling Vehicle** — Includes all pulling vehicles, i.e., tractors, pickups, etc. equipped for pulling competition.
- 3490.0 **Nostalgia** — Most classes for drag racing vehicles can be divided into separate classes for nostalgia-type entries.
- 3500.0 **Gasser** — ‘50s-‘60s Style Drag Car

ROD CATEGORY

Primarily 1948 and earlier vehicles

In some cases, vehicles in the Rod Category may be classified by body styling rather than indicated year breaks; for example, 1935 Chevrolet coupe will run in Street Coupe (like-styled vehicles), not Custom Rod Coupe (unlike-styled vehicles).

ROD CLASSES

Conservative changes and modifications allowed in unaltered classes. Roadsters and tourings with straight windshields may be chopped. Altered classes must have one or more of the following: fenders removed, chopped, channeled or sectioned body. No altered pickup beds permitted in roadster pickup classes.

- 4010.0 **Street Coupe - Pre-1935** — Conservative changes and modifications allowed.
- 4020.0 **Altered Street Coupe - Pre-1935** — With hand-built frame*, fenders removed, chopped top, channeled or sectioned body.
- 4030.0 **Street Sedan - Pre-1935** — Conservative changes and modifications allowed.
- 4040.0 **Altered Street Sedan - Pre-1935** — With hand-built frame*, fenders removed, chopped top, channeled or sectioned body.

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- 4050.0 **Street Roadster - Pre-1935** — Conservative changes and modifications allowed; roadsters with straight windshields can be chopped.
- 4060.0 **Altered Street Roadster - Pre-1935** — With hand-built frame*, fenders removed, chopped top, channeled or sectioned body.
- 4070.0 **Street Wagon - Pre-1935** — (i.e., 1928-1934 Woody) Conservative changes and modifications allowed.
- 4080.0 **Altered Street Wagon - Pre-1935** — (i.e., 1928-1934 Woody) With hand-built frame*, fenders removed, chopped top, channeled or sectioned body.
- 4090.0 **Street Delivery - Pre-1935** — Conservative changes and modifications allowed.
- 4100.0 **Altered Street Delivery - Pre-1935** — With hand-built frame*, fenders removed, chopped top, channeled or sectioned body.
- 4110.0 **T-Roadster** — Conservative modifications and changes allowed; roadsters with straight windshields can be chopped.
- 4120.0 **Altered T-Roadster** — With hand-built frame*, fenders removed, chopped top, channeled or sectioned body.
- 4130.0 **T-Coupe** — conservative modifications and changes allowed.
- 4140.0 **Altered T-Coupe** — With hand-built frame*, fenders removed, chopped top, channeled or sectioned body.
- 4150.0 **T-Sedan** — conservative modifications and changes allowed.
- 4160.0 **Altered T-Sedan** — With hand-built frame*, fenders removed, chopped top, channeled or sectioned body.
- 4180.0 **T-Roadster Pickup** — Conservative changes and modifications allowed; no altered pickup bed permitted.
- 4190.0 **Altered T-Roadster Pickup** — With hand-built frame*, fenders removed, channeled or sectioned body.

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- 4200.0 **Roadster Pickup - Pre-1935** — Conservative changes and modifications allowed; no altered pickup bed permitted.
- 4205.0 **Altered Roadster Pickup - Pre-1935** — With hand-built frame*, fenders removed, chopped top, channeled or sectioned body.
- 4210.0 **Rod Pickup - Pre-1935** — Conservative changes and modifications allowed; no altered pickup bed permitted.
- 4220.0 **Altered Rod Pickup - Pre-1935** — With hand-built frame*, fenders removed, chopped top, channeled or sectioned body.
- 4230.0 **Touring - Pre-1935** — Conservative modifications and changes allowed.
- 4240.0 **Altered Touring - Pre-1935** — With hand-built frame*, fenders removed, chopped top, channeled or sectioned body.
- 4250.0 **Rod Truck - Pre-1935** — (Include C-Cabs and Panels) Conservative modifications and changes allowed.
- 4260.0 **Altered Rod Truck - Pre-1935** — With hand-built frame*, fenders removed, chopped top, channeled or sectioned body.
- 4270.0 **Radical Altered Rod - Pre-1935** — Altered rods with radical body work; example; nose pieces, fins, and spoilers which are radical in design and appearance.
- 4280.0 **Radical Show Rod** — extreme designs as to be unrecognizable from a production body and/or built from scratch. Includes all futuristic rod and concept vehicles.

*A stock frame must retain 75% of its original side rails; front or rear portion may be cut or modified to accept different front or rear suspension. Reproduction square, tubular, rectangular, or channel frames will count as original-type frames, as long as they resemble stock original configuration. Cars with these frames will not run in altered classes. Round tubing will constitute a hand-built frame. Boxed stock frames or after-market rectangular frames to stock contours will be considered as stock, not hand-built.

CUSTOM ROD CATEGORY

Changes are minor alterations to a vehicle such as removing chrome, bolt-on bumpers and grilles, simple nosing or decking (which do not involve body re-work).

Four or more changes constitute a modification. The number of modifications are counted in determining the classification of vehicles in the Rod Category.

Ten or more brightwork items (including polished or brush-finished chrome, gold, aluminum, or brass plating) on undercarriage, engine and engine compartment, will count as one modification each area. Does not include fasteners.

Modifications include, but are not limited to the following, (one modification each): only special paints, (the use of candy, pearl, flake, scallops, flames or any type of trick paint); shaved door handles, scoops, headlight alterations (involving body work); taillight alterations (involving body work); grille alterations (involving body work); rolled pans and wheel well alterations (involving body work); engine conversions and interior alterations (no matter how extensive); independent rear-ends, ground or cherried block; lights or other items molded into a bolt-on spoiler; molded and/or filled engine compartment; molded floor pan; molded and/or filled frames; and flat or padded vinyl tops that involve body work. Filled inside door edge seams and louvers do not count as modifications.

Where classes are split into Conservative, Mild, Semi, Full and Radical, care must be taken to assure the proper number of modifications for the classification:

CONSERVATIVE

0-3 modifications

MILD

4-6 modifications

SEMI

7-10 modifications

FULL

over 10 modifications

RADICAL

Any number of modifications, at least one of which is chopping, channeling, or sectioning. Includes glass bodies that are chopped, channeled, or sectioned in the mold.

CUSTOM ROD CLASSES

- 4310.0 **Mild Custom Rod Sedan - 1935-1948**
- 4320.0. **Semi Custom Rod Sedan - 1935-1948**
- 4330.0 **Full Custom Rod Sedan - 1935-1948**
- 4340.0 **Radical Custom Rod Sedan - 1935-1948**
- 4350.0 **Mild Custom Rod Coupe - 1935-1948**
- 4360.0 **Semi Custom Rod Coupe - 1935-1948**
- 4370.0 **Full Custom Rod Coupe - 1935-1948**
- 4380.0 **Radical Custom Rod Coupe - 1935-1948**
- 4390.0 **Mild Custom Rod Convertible - 1935-1948**
- 4400.0 **Radical Custom Rod Convertible - 1935-1948**
- 4410.0 **Mild Custom Rod Wagon - 1935-1948 —**
Includes Woody
- 4420.0 **Radical Custom Rod Wagon - 1935-1948 —**
Includes Woody
- 4430.0 **Mild Custom Rod Pickup - 1935-1947 except**
GM. 1935-1946 GM. (May be broken down into
Mild, Semi and Full at shows.)
- 4440.0 **Radical Custom Rod Pickup - 1935-1947**
except GM. 1935-1946 GM.
- 4450.0 **Mild Custom Rod Panel/Delivery - 1935-1948**
- 4460.0 **Radical Custom Rod Panel/Delivery - 1935-**
1948
- 4470.0 **Lowrider Custom Rod —** (also known as
“Bomb”) Must have air bags, air ride or hydraulics
front and rear. (May be broken down into Mild,
Semi and Full at shows.) Consideration for special
awards, Outstanding and Best, in normal
categories.
- 4480.0 **Radical Lowrider Custom Rod —** (also known
as “Bomb”) Must have air bags, air ride or
hydraulics front and rear. Consideration for
special awards, Outstanding and Best, in normal
categories.

TRADITIONAL ROD CLASSES

- 4510.0 **Nostalgia Rod** — Suede painted entries 1948 and earlier with a nostalgia theme (i.e., 1932 Ford with suede paint, blanket covered seat(s), baby moon hubcaps, wide whitewalls, etc.). May be broken down by body style (coupe, sedan, roadster, pickup) and/ or by model year.
- 4520.0 **Vintage Traditional Rod** — Entries 1948 and earlier with original paint, patina paint, rough or no paint. Rough appearance inside and out, but must be safe for the road. This includes tires, brakes, steering, floor boards, etc. May be broken down by body style (coupe, sedan, roadster, pickup) and/or by model year.
- 4530.0 **Traditional Rod** — Traditional-themed entries 1948 and earlier with a complete or finished paint job. May or may not have a full finished interior. Traditional-themed engine bay. May be broken down by body style (coupe, sedan, rod, pickup) and/or model year.

BIKE CATEGORY

Examples of what constitutes a modification: custom paint; polished engine; custom seat; custom exhaust; custom handlebars; molded frame; cherried frame; swing arm change or modification; each frame change such as raked, stretched or widened; wheel change including spoke changes; each fender change; tank change; engine change; any metalwork or fiberglass work to the tank, fenders, frame or side covers; superchargers, turbochargers or nitrous systems; front end change.

Conservative, Mild, Full and Radical breakdowns are determined by the number of modifications listed above. Conservative = 1-4 modifications; Mild = 5-9 modifications; Full = 10 or more modifications. Radical includes any bikes of radical design.

BIKE CLASSES

- 5000.0 **Bobber** — traditional style motorcycle.
- 5010.0 **Restored Bike** — 25 years or older. Original or restored condition.
- 5020.0 **Antique Custom** — 25 years or older. Custom paint, chrome, custom wheels, etc.
- 5030.0 **Nostalgia Chopper** — Nostalgia Styling.
- 5040.0 **Chopper** — Current styling.
- 5050.0 **Sport Touring** — Road King, Heritage, Valkyrie, Royal Star. Windshield and bags are optional. Conservative changes only,
- 5060.0 **Road Bike** — Full-dress bikes. May be broken into North American, Euro and Asian.
- 5070.0 **Comp Bike** — Scramblers, Off-road, Motocross, Trials, etc.
- 5080.0 **Drag Bike** — Drag race only. Domestic or foreign.
- 5090.0 **Sport Bike** — Café Racers, Road Racers and Street Racers.
- 5110.0 **3-Wheeled Bike** — All 3-wheeled bikes with a motorcycle engine.
- 5120.0 **Bike with Side Car** — All bikes with side cars.
- 5150.0 **North American Manufactured Custom** — Current D.O.T. manufacturer (Big Dog, Bourget, Titan, etc.) May be broken into Conservative, Mild, Full or Radical.
- 5160.0 **North American Manufactured** — Harley, Victory, Excelsior, Henderson, etc. May be broken into Conservative, Mild, Full or Radical.
- 5170.0 **North American Custom** — Class for assembled cycle. May be broken into Conservative, Mild, Full or Radical.
- 5174.0 **Bagger** — Current styling.
- 5177.0 **Big Wheel Bike** — Current styling; must have an altered fork to accept Big Front Wheel.
- 5180.0 **European Custom** — Any bike produced by a European manufacturer. May be broken into Conservative, Mild, Full or Radical.

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- 5190.0 **Asian Custom** — Any bike produced by an Asian manufacturer. May be broken into Conservative, Mild, Full or Radical.
- 5200.0 **Auto Bike** — Any bike with an automotive engine. May be broken into 2-wheel or 3-wheel. May be broken into Conservative, Mild, Full or Radical.

RESTORED CATEGORY

All restored, over-restored, original and antique vehicles will be classified according to ISCA rules and regulations. These are not necessarily in line with classifications set by antique or restored governing bodies.

Stock vehicles from 2016 through the current year no longer compete in the Restored Category. These vehicles are now classified in their appropriate category — Custom, Sports or Truck.

In the Restored Category, when an exhibitor puts his/her car on the show floor, the judging supervisor will decide if the intended appearance of this vehicle is as a restored vehicle. Once it is determined that the intent is to show a restored vehicle, and that none of the following non-qualifiers have been done to the vehicle, then we will judge those types of vehicles, just as we do the other categories, on quality, degree of difficulty, detail and quantity of work. If you are not sure of the intent, discuss it with the owner or builder.

Because of the wide range of vehicles that could be shown in this category, we cannot be critical about percentages of gloss on painted areas, such as — but not limited to — core support, inner fenders, under carriage, suspension parts, etc. Keep in mind that these areas may not be metal finished, mudded up to smooth them out, welds removed, cherried, etc. Spot welds should be visible.

Another area that will not be a reason to move a vehicle out of this category would be either unpolished stainless steel or coated, aluminized, stock-appearing exhaust systems, i.e., jet hot coatings.

Amounts of overspray on engine components or undercarriage areas will not be a factor in classifying vehicles in this category. Another area that will not affect classification would be painted or coated gas tanks for rust protection only. Galvanized or non-gloss paint would be acceptable. Hi-gloss, gloss, black or car color, is not acceptable; no body

work or puttying may be evident in this area.

ISCA's purpose in offering this category to our exhibitors is, as always, to give everyone a place to show their vehicles. Please keep in mind the judging staff cannot know all things about all cars. Also, this is a Custom Car Show not a Concours Event.

As always, the judging supervisor and competition committee will have final say so in all classification questions.

In the Restored Category, for purposes of differentiating between pure antique or fully restored vehicles and those with slight alterations (changes), the following criteria have been established: Vehicles that are original or restored as close to original as possible (0 to 1 change) will be split by year-breaks (classes 7010.0 thru 7095.0). Vehicles which have two changes (such as upholstery material, vinyl top, steering wheel, gauges, non-chromed or non-polished headers) will move to the Altered Restored Class. Vehicles with more than two minor changes will move into Custom, Truck or Rod Category, depending on the body style.

Any of the following (but not limited to) changes will move an entry out of the Restored Category and into its respective category and class:

1. Special paint (i.e., major color change, custom pinstriping unless original appearing).
2. Metal working of frame for removal of holes, stress marks, and spot welds, etc.
3. Cherried door jams, no matter how extensive. Final determination will be made by the Judging Supervisor.
4. Custom Wheels - Era correct wheels could be acceptable in the Altered Restored Class.

RESTORED CLASSES

Classes 1-12 excludes sports cars

7010.0	Restored - Pre-1928
7020.0	Restored - 1928-1934
7030.0	Restored - 1935-1948
7040.0	Restored - 1949-1957
7050.0	Restored - 1958-1967
7060.0	Restored - 1968-1972
7070.0	Restored - 1973-1978

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- 7080.0 **Restored** - 1979-1984
- 7090.0 **Restored** - 1985-1992
- 7093.0 **Restored** - 1993-2000
- 7095.0 **Restored** - 2001-2015
- 7100.0 **Restored Convertible** — (May be broken down by model years at shows.)
- 7110.0 **Restored Pickup** — All 2WD and 4WD restored pickups. (May be broken down by model years and drive type at shows.)
- 7120.0 **Altered Restored** — Two minor changes only, such as wheels including rally wheels on the wrong model or year of entry. Upholstery material, vinyl top, steering wheel, gauges, stock graphics, decals, or stripes buried under clear coat. (May be broken down by model years at shows.)
- 7130.0 **Foreign Sports** — Non-North American manufacturer; restored or original. (May be broken down into Foreign Sports or Exotic Sports at shows.)
- 7140.0 **Classic** — Only cars that are approved by the Classic Car Club of America.
- 7150.0 **Domestic Sports** — North American manufacturer; restored or original. (May be broken down by model years at shows)
- 7160.0 **Altered Sports** — Any restored type, domestic or foreign sports car with two or less minor changes. (See Altered Restored class)
- 7170.0 **Vintage Race Car** — Restored competition cars over 25 years old

BOAT CLASSES

- 8010.0 **Custom Boat** — For pleasure, day cruiser. Low profile design, any engine displacement, water cooled manifold or headers, full upholstery, bucket or bench-type seats. May have ski tow. (May be broken down into inboard, outboard, V-drive, jet drive, flat bottom, or hydro at shows.)
- 8020.0 **Competition Boat** — Includes ski racing, ski hydro, unlimited, drag and closed course racing boats. Any type exhaust system. (May be broken

down into inboard, outboard, V-drive, jet drive, flat bottom, or hydro at shows.)

8030.0 **Jet Ski** — All personal watercraft

ELIGIBILITY FOR SPECIAL AWARDS

The following breakdown shows an individual entry's eligibility for Special Awards. All awards may not be given at individual events if, in the opinion of the judging supervisor, the quality does not justify recognition.

No entry may win two similar awards at any one event; example: two paint awards, Best in Category and Outstanding in Category; two display awards, etc.

An Outstanding in Category award may only be given if there are five or more entries in that category or if, in the opinion of the judging supervisor, the quality deserves it. However, Best in Category may be given regardless of the number of vehicles in the category, if the judging supervisor feels that the quality deserves it. Only class winners are eligible to win Best and Outstanding in Category awards that pertain to a vehicle's classification, i.e., Best Rod, Best Custom, Outstanding Custom, Outstanding Street Rod, etc. The only exception to this is second in class may win Outstanding in Category if first in that same class wins Best.

An entry that wins Best in Category becomes ineligible to win additional awards that pertain directly to the entry, i.e., Outstanding Interior, Outstanding Engine, Outstanding Paint, etc.

Special award prize money should be **clarified with each producer** personally or by referring to the individual show entry blank.

ISCA SPECIAL AWARDS

Only the awards listed here will be presented at all ISCA-sanctioned shows.

Best Club Display — (Minimum of 4 vehicles)

Outstanding Detail — All areas of the entry will be considered. (No entry may win more than one of the awards in the group including Detail, Engineered, or Undercarriage.)

Outstanding Engineered — Quality, operational ability and safety of construction. All areas of the entry will be

considered. Special consideration will be given to individual work. (No entry may win more than one of the awards in the group including Detail, Engineered or Undercarriage.)

Outstanding Undercarriage — Includes quality, quantity and detail. (No entry may win more than one of the awards in the group including Detail, Engineered, or Undercarriage.)

Outstanding Paint — Consideration will be given to quality, quantity, effect and degree of execution on paint awards. If there are under 25 entries at a show, only one award will be given. For shows larger than 25 entries, the following number of awards will be presented.

L1 Shows	5 Awards
L2 Shows	5 Awards
L3 Shows	2 Awards
L4 Shows	2 Awards

Outstanding Use of Color Design — Not limited to multi-colored vehicles; may be a solid paint. Consideration will be given to creativity, quality, quantity, effect and degree of execution.

Outstanding Bike Paint — Consideration will be given to quality, effect and degree of execution.

Outstanding Engine-Custom — All customs, sports, sport compact/import tuner and custom boats included in “Custom Category.” Includes engine compartment, firewall, radiator, transmission and installation.

Outstanding Engine-Rod — All rods included in “Rod Category.” Includes engine compartment, firewall, radiator, transmission and installation.

Outstanding Engine-Truck — All trucks and vans included in “Truck Category.” Includes engine compartment, firewall, radiator, transmission and installation.

Outstanding Engine Street Machine Comp — All street machines and competition entries in the Street Machine Comp Category. Includes engine compartment, firewall, radiator, transmission and installation.

Outstanding Engine-Restored — All vehicles in the Restored Category. Includes engine compartment, firewall, radiator, transmission and installation.

Outstanding Engine-Bike — All bikes included in the Bike Category. Includes only the engine, transmission and installation.

Outstanding Interior-Custom — All customs, sports,

sport compact/import tuner and custom boats included in the Custom Category. The top, interior and trunk will be considered in this award.

Outstanding Interior-Rod — All rods included in Rod Category. The top, interior and trunk or pickup bed will be considered in this award.

Outstanding Interior-Truck — All trucks, pickups, vans, panels, deliveries, and utility wagons included in Truck Category. The top, interior and pickup bed will be considered in this award.

Outstanding Interior Street Machine Comp — All street machines and competition entries in the Street Machine Comp Category. The top, interior and trunk and / or pickup bed will be considered in this award.

Outstanding Interior-Restored — All vehicles in the Restored Category. The top, interior and trunk or pickup bed will be considered in this award.

Outstanding Custom — All 1949-current year customs included in Custom Category except full, radical, hand-built, sports cars, sport compact/tuners.

Outstanding Sports/Sport Compact — All sports cars and sport compacts included in Custom Category except Full Radical and Hand-built.

Outstanding Full/Radical/Hand-built Custom — All early customs, full, radical or hand-built customs, sports cars and sport compact/tuners included in Custom Category.

Outstanding Street Machine — includes all entries competing in any Street Machine Custom, Street and Pro Touring, Pro Street Custom, Street Machine Truck and Pro Street Truck classes.

Outstanding Truck — All trucks, pickups and utility wagons included in Truck Category, except full, radical and hand-built. All vans, panels and deliveries included in Truck Category, except full, radical and hand-built.

Outstanding Full/Radical/Hand-built Truck — All full, radical or hand-built trucks and vans included in the Truck Category, and Lowrider Truck/Van.

Outstanding Competition — All Competition Vehicles registered in the show.

Outstanding Street Rod — All Street Rods 1934 & older included in the Rod Category.

Outstanding Custom Rod — All 1935-48 custom rods

included in Rod Category.

Outstanding Restored — All antiques, classics and restorings, (including domestic and foreign) plus altered sports and altered restorings listed in “Restored Category.”

Outstanding Bike — All bikes listed in Bike Category.

Best Restored — All restorings in Restored Category.

Best Bike — All bikes included in Bike Category.

Best Rod — All rods included in Rod Category.

Best Truck — All trucks and vans included in Truck Category.

Best Street Machine Comp — All Street Machine, Pro - Touring’s and Comp entries in the Street Machine Category.

Best Custom — All Customs, Sports and Sport Compact / Tuners included in the Custom Category.

ISCA Special Awards Cash Payouts:

L1	Best in Category <i>Outstanding in Category</i>	\$750.00 \$300.00
L2	Best in Category <i>Outstanding in Category</i>	\$600.00 \$250.00
L3	Best in Category <i>Outstanding in Category</i>	\$500.00 \$200.00
L4	Best in Category <i>Outstanding in Category</i>	\$400.00 \$150.00

STREET ACHIEVEMENT AWARDS

Street Achievement Awards are presented to streetable vehicles, especially those competing in “Street Competition,” where offered, at ISCA-sanctioned events.

1. **Paint** — All vehicles are eligible.
2. **Interior** — All vehicles are eligible.
3. **Engine** — All vehicles are eligible.
4. **Traditional** — All traditional vehicles are eligible.
5. **Modern Muscle** — All modern-day muscle cars, sport compacts and tuners are eligible.
6. **Truck** — All trucks and vans are eligible.
7. **Rod** — All rods are eligible.

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8. **Customs/Sports** - All customs and sport cars are eligible.
 9. **Restored** — All restored entries are eligible.
 10. **Best Street**— All vehicles are eligible.

***For current updates, visit our website at:
www.theisca.com***

NOTES

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SHOW CAR SERIES

2018 SHOW SCHEDULE

September 16-17, 2017

Montreal, QC (L2)

November 23-26, 2017

Houston, TX (L1)

January 5-7, 2018

Cincinnati, OH (L2) Chattanooga, TN (L4)

January 19-21, 2018

Pittsburgh, PA (L2)

January 26-28, 2018

Pomona, CA (L1)

February 9-11, 2018

Birmingham, AL (L2) Indianapolis, IN (L2)
Kansas City, MO (L2)

February 16-18, 2018

Dallas, TX (L1) Sacramento, CA (L2)

February 23-25, 2018

Calgary, AB (L2) Milwaukee, WI (L2)
Tupelo, MS (L4)

March 2-4, 2018

Detroit, MI (L1) Edmonton, AB (L2)

March 9-11, 2018

Boise, ID (L4) Chicago, IL (L1)

March 16-18, 2018

Cleveland, OH (L1) Omaha, NE (L4)
Portland, OR (L2) Shreveport, LA (L4)
Winnipeg, MB (L3)

March 23-25, 2018

Boston, MA (L1) Minneapolis, MN (L2)
Salt Lake City, UT (L2) San Antonio, TX (L3)

April 6-8, 2018

Quebec City (L3)

April 13-15, 2018

Moncton, NB (L3)

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