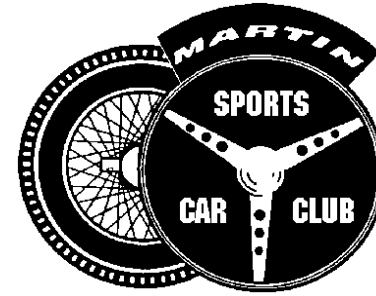


Please refer to **SCCA® National Solo® Rules** for detailed information about classing and class allowances, with exceptions noted in the MSCC Rulebook.

The **SCCA® National Solo® Rules** can be downloaded at <http://www.scca.com/contentpage.aspx?content=61> for free or purchased at any SCCA event.

Most information presented in this handbook referring to classing guidelines have been attained from the solo section of the SCCA®'s website.



Rule Book

2009

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2009 Executive Board, from left to right: Patrick Wilson, Mikael Edstrom, Mickey Gauldin, Chris Wells and Robert Belvoir.

5.2.3.4 – 107 RULE: All novice-eligible competitor's entering a class other than Novice must have at least one run's raw time that is not greater than 107% of the best official time in that class in order for their participation in that class to count toward any tiger points being awarded to the other drivers in that class.

EXPLANATION: All competitors who are eligible for Novice class are allowed to enter any other class that their car is eligible for, just like they always could. However, if their fastest raw time (not including cones) is greater than 107% of the best official (not raw) time in that class, their participation in that class will not count toward any tiger points being awarded to the other drivers in that class. If you don't have any Novice-eligible competitors running in your class this rule will NOT affect your awarded points.

EXAMPLE: If the best time in CR is 50 seconds, novice eligible drivers in CR will have to run 53.5 seconds or better to count toward Tiger points. (50 seconds x 107%=53.5 seconds).

5.3 - Rookie of the year

5.3.1 - Driver had to have competed in less than 5 events the previous year.

5.3.2 - The driver must become a Member by June of the Rookie year to be eligible for The Rookie of the Year Trophy. The Executive Board reserves the right to evaluate all eligible candidates.

5.3.3– Kart classes are not eligible for the Rookie of the year award.

5.4 - Tiger Point Accumulation

Tiger points will accrue in the categories listed below. Any special classes created will not accrue Tiger points.

Stock: SS, AS, BS, CS, DS, ES, FS, GS, HS

Street Prepared: ASP, BSP, CSP, DSP, ESP, FSP, STS, STS2, STU, STX

Prepared: AP, BP, CP, DP, EP, FP, GP, XP, SM, SM2, SMST, AM, BM, CM, DM, EM, FM

5.5 - Event Trophies.

Event trophies will be awarded following the bumping guidelines set forth in the **SCCA® National Solo® Rules.**

5.0 - Competition Schedule and Standards

5.1 - Tiger Points Schedule

Finish	Number of Cars in Class										
	1	2	3	4	5	6	7	8	9	10	>10
1	31	36	38	39	40	41	42	43	44	45	45
2		30	32	33	34	35	36	37	38	39	39
3			27	28	29	30	31	32	33	34	34
4				24	25	26	27	28	29	30	30
5					22	23	24	25	26	27	27
6						20	21	22	23	24	24
7							18	19	20	21	21
8								16	17	18	18
9									14	15	15
10										12	12
>10											9

5.2 - Year End Awards and Tiebreaker Rules

5.2.1 The Tiger Standing is based upon the numeric total of competition points acquired in official events for the competition year with the two lowest events dropped.

5.2.2 - The Tiger of the Year Award is given to the competitor who scores the most points after drops overall. Additionally, there are awards for each overall class, such as Stock, Street Prepared, and Prepared, and awards for individual classes, such as A Stock, B Stock, etc. Special Awards go the Rookie of the Year, First Lady, and the President's Award. Kart classes are not eligible for Tiger or any other special year end awards.

5.2.3 - Ties for a year-end Championship Award in any category will be broken and a champion determined as follows:

5.2.3.1 - Competitor with the most 1st place finishes.

5.2.3.2 - If still tied, Competitor with the most 2nd place finishes.

5.2.3.3 - If still tied, Competitor with most overall points.

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1.0 - General Event Information

- 1.1 - Each driver must be at least 16 years old and possess a valid driver's license, subject to approval.
- 1.2 - You may have one licensed passenger ride with you during your competition runs, but they must be a registered competitor. Non-competitors may ride ONLY during "fun-runs" and must sign the insurance waiver. Additionally, novices are not allowed to take another novice with them as a passenger during competition. Multiple passengers, during fun runs, are subject to the approval of an executive board member.
- 1.3 - All drivers must wear approved seatbelts at all times while on the course. Loaner helmets will be available.
- 1.4 - With prior approval from the Executive Board, event host(s) may institute special or supplementary rules for individual events. These rules will only be in effect for a single event.
- 1.5 - Any driver considered under the influence of drugs or alcohol will be disqualified and ejected.
- 1.6 - Anyone driving unsafely in the immediate vicinity of the event will be disqualified and/or ejected.
- 1.7 - Anyone in the paddock or pit areas working beneath raised vehicles without jack stands, carelessly using flammable gases or liquids, participating in dangerous horseplay, or otherwise engaging in unsafe activities will be disqualified.
- 1.8 - Once the entrant has crossed the starting line on his/her first timed run, the entry fee will not be refunded.
- 1.9 - In case of mechanical failure during a timed run and the entrant stops of his own volition, the entrant will not be granted a re-run and will be given a DNF (did not finish) for that run.
- 1.10 - When an entrant is red-flagged by a course worker due to an observable mechanical failure, the entrant will not be permitted to re-run.
- 1.11 - If the entrant is red-flagged due to any condition on the course beyond the driver's control, he/she will be granted a re-run. At least five cars must run or five minutes must elapse before the re-run is taken to permit the tires to cool off.
- 1.12 - The last car to run in each timed run must be started within five minutes of the previous car (i.e. the next to last car) or show cause why he should not be given a DNS (did not start) for that run.
- 1.13 - A line around the perimeter of each pylon will describe each pylon's location. If a competitor knocks a cone down or completely outside the line defining the perimeter, a three second time penalty will be assessed. If the cone is disturbed, remains standing, and any portion of that cone remains on or inside the perimeter, no penalty will be assessed.
- 1.14 - All decisions affecting the operation of MSCC events, and which are not solely reserved to the elected officers, are at the discretion of the Event Director. Decisions or promises made by any other individual(s) shall not be binding .
- 1.15 - Each driver can register and run only one car per event.

allow R-compound tires, only tires with treadwear rating of 140 or higher. Please see the **SCCA® National Solo® Rules** for complete allowance in these classes.

4.6 Street - Modified Category (SM Class)

This is the top of the "street" categories. This category allows just about any engine and drivetrain modification as long as the engine manufacturer matches the body. This category is broken up into 3 classes: SM for the four-seaters, SM2 for the two-seaters, and SMST.

Please refer to the **SCCA® National Solo® Rules** for complete details, with the exception of SMST, where rules are noted below.

In SMST, tires are limited as in the stock classes and therefore must have a treadwear rating of 140 or higher. Any size wheel of safe construction and fitment is allowed. All vehicles must have Stock front seating, capacity, and door panels. Complete interior rear seating and storage area carpet may be removed. Street Prepared exhaust system allowed at a sound level maximum of 98dBA at 50ft. Street legal safety equipment (i.e., horn, wipers, brakes, and headlights). Glass must remain. MSCC competition points will be earned in Street Mod class and the Prepared category. There is a minimum weight requirement of 2000 pounds for cars with engines of 2 liters or more. Up to 2 liters minimum weight is 1 pound per cubic centimeter.

4.7 - Go-Kart Category

Kart classes will follow the spirit of the rules set forth by the SCCA in **SCCA® National Solo® Rules** . The classes include the Formula Junior Kid karts (ages 5-7), Formula Junior B (ages 8-11), Formula Junior A (ages 12-15), and F125. However, MSCC will not be as restrictive in terms of chassis or engines. All exceptions must be cleared with either the Chief Tech Inspector, Events Director, or the Executive Board. TTD trophies will not be awarded. Drivers must be fully clothed, head to toe, in a race driver suit (anti-skid preferred) or similar jacket and pants combination. A full-face helmet with visor, gloves, and shoes are required.

4.8 - Novice Class

In addition to classes outlines elsewhere and for the purposes of teaching safe, competitive driving, the club allows novice drivers to train in a Novice class. Trophies (maximum of 5) will be awarded for best drivers in this class, but competition points will not. Any entrant who has driven in less than three auto-crosses may opt to drive in the Novice class. Any driver who wins first place in the Novice class will no longer be eligible to drive in that class. Individuals designated as Novice Instructors by the Executive board may accompany novices during their timed runs. A minimum of two drivers is required to compromise a Novice class.

4.9 - Special Class Category

At the discretion of the event chairman, three or more entrants may form a special class with their own entry requirements. Vehicles entered must meet MSCC safety regulations. Trophies, but not competition points will be awarded in the special class.

4.0 - Classification Categories

Below are general outlines of the class categories available. MSCC follows SCCA® classifications and rules associated with those classifications, except as specifically noted below. For a detailed listing of the rules, please refer to the **SCCA® National Solo® Rules**, available for free download at <http://www.scca.com/contentpage.aspx?content=61> or from the link to this from our website. Also note that MSCC will not have separate ladies classes. All ladies are required to run in their appropriate class according to their vehicles and modifications.

4.1 - Stock Category (S Class)

All cars in this class must be mass-produced models, available in the United States. Stock category cars compete in their factory configuration with a minimal number of allowances.

Some of the allowances include: removal of spare tire and tools, front anti-roll bar (s), Suspension/wheel alignment using standard adjustments, High-performance DOT tires at 140 or above treadwear, shock absorbers/struts (2 external adjustments maximum), Competition-type seat belts (no shoulder belts in open cars), brake linings (pads/shoes), air filter element (the “throw-away” part), “cat” -back exhaust systems, wheels of standard size (diameter, width, and offset within 1/4”), roll-bar/cage, and gauges, indicator lights, etc.

Please refer to the **SCCA® National Solo® Rules** for complete details, with the exception of tires. Tires below 140 treadwear are not allowed in MSCC stock classes.

4.2 - Street Prepared Category (SP Class)

All cars in this class allow all stock modifications plus allow any carburetor/fuel injection system and any ignition system. Turbo/supercharger hardware has to remain standard, but aftermarket boost control systems/programs and intercoolers are allowed. Exhaust manifolds and systems are free. No internal engine or transmission modifications are allowed beyond factory specs (no cams, hi-comp pistons, ported heads, etc) Emission controls are not required. There is no limits on wheel sizes or DOT tires; racing springs and shocks are allowed. Some cars are able to update/backdate components like engines, brakes, etc. See **SCCA® National Solo® Rules** for complete details.

4.3 - Prepared Category (P Class)

This category is intended for mass-produced cars and sedans which are modified for autocrossing and/or racing. Vehicles in this category are usually not intended or suitable for street use. All modifications authorized for Stock and Prepared categories shall be likewise authorized to Prepared vehicles, in addition to those laid out in the **SCCA® National Solo® Rules**.

Vehicles in this category are allowed internal modifications to the engines, gutted interiors, and racing slicks. Convertible cars are required to install roll bars.. See **SCCA® National Solo® Rules** for complete details.

4.4 - Modified Category (M Class)

These cars were never “street” cars except D and E. These vehicles are special built for competition and most resemble an open wheel indy car or closed-wheel LeMans sports racer. DM and EM cars may have started on the streets, but just about any engine, drivetrain, or suspension is permitted. See **SCCA® National Solo® Rules** for complete details.

4.5 - Street Touring Category (ST Class)

This category is broken into sub categories: Street Touring® Sport (STS), Street Touring® Sport 2-seater (STS2), Street Touring® Xtra (STX), and Street Touring® Ultra (STU). These classes do not

1.16 – The event chairman has the final say when to go to rain rules during an event. When the event chairman is not available, the senior Board member has authority. All drivers must run with their class. Listen for announcements over the PA. All drivers within the same class must run in the same weather conditions.

1.17 – Course Design Guidelines

- All corners shall be negotiable without reversing by any car classified by make/model in the rules.
- The course shall be at least 15 feet wide, and single-file slalom markers shall be at least 45 feet apart. Any series of course markers that are generally in a line and have the effect of a slalom are considered to be a slalom. Additional course markers associated with the slalom markers to form gates, “boxes”, etc., do not cancel this limit.

1.18 – Worker Station Requirements

- During competition runs, a minimum of two workers must be present at each station on course. The station must be equipped with a red flag. A fire extinguisher must be available within a reasonable distance for safety reasons. A walkie-talkie type radio, and a clip board for documentation are highly recommended.

1.19 – No vehicles shall be moving in the pit areas while karts are competing or in transition to the course, unless the karts are in their own staging area, which is not accessible during their movement.

2.0 - Classification, Protests, and Disqualification

2.1 - The Chief Tech Inspector will help classify the vehicle based upon this rulebook and the SCCA’s rulebook, his/her observations of obvious vehicle modifications and a full disclosure of modifications from the competitor. It is not the responsibility of the tech inspector to look for modifications. It is the competitors' responsibility to fully disclose vehicle modifications to the Chief Tech Inspector to allow appropriate classification.

2.2 - Any driver may be disqualified during the event at the discretion of the Event Chairman or Tech Inspector, subject to appeal by the entrant.

2.3 - If a modification is not listed it will be considered illegal and may result in a reclassification, disqualification, and/or forfeiture of entry fees.

2.4 - Competition protests must be submitted to the Events Director or Vice-President within 15 minutes of the last competition run of the day at any event. For the period of ½ hour (30 minutes) Executive Council members and appointed agents will audit the event results recorded at each safety station against the event results recorded in the timing trailer. If sufficient evidence is found to support the competition protest then the official final results will be modified accordingly.

2.5 - Vehicles found to be inappropriately classed due to failure to disclose modifications will be disqualified from competition for that event. Previous event results will remain. The vehicle will be appropriately reclassified at future events if necessary.

2.6 - Vehicles misclassified due to an error in tech inspection will be moved to the appropriate class for the current and future events; previous event data will remain unaffected. To avoid these issues, all competitors are STRONGLY encouraged to read this rulebook, along with the SCCA’s rulebook and know their proper vehicle classification.

2.7 - A vehicle may only run in a class for which that vehicle is specifically classed.

3.0 - Vehicle Standards (Technical Inspection)

3.1 - Seatbelts and approved helmets are required for all competitors. At a minimum, DOT certified helmets must be used. SNELL certified helmets are recommended.

3.2 - Roll bars and shoulder harnesses are strongly recommended and sometimes required. Please refer to the **SCCA® National Solo® Rules** for complete details. SCCA-type shoulder harnesses are not allowed without roll bars in open cars.

3.3 - On-board fire extinguishers are highly recommended.

3.4 - All doors, hoods, trunk lids, or any other moveable panels are to be fully closed and latched, locked if possible, during timed runs. T-tops and sunroofs should be removed if practical.

3.5 - For safety purposes, all swing axle cars must have a working camber limiting device. Please refer to the **SCCA® National Solo® Rules** for complete details for class allowances on modifications.

3.6 - All loose items inside and outside the car must be removed. Additionally, all classes may remove spare tires, jacks, and other related hardware.

3.7 - Wheels must be safely affixed. No reversed wheels where the lug bolt taper does not match the chamfer of the holes. Wheels must have adequate bearing surface against the drum and hub. Suitable and safe wheel spacers will be allowed per classification allowances. Lug studs must protrude from the lug nuts at least one complete turn.

3.8 - All tires must be in good condition, with adequate pressure, no splits in sidewall or tread and no cord showing. No unapproved retread tires allowed.

3.9 - No hubcaps or any other removable item may be attached to the wheels, rims, etc. during any timed run, at the discretion of the Tech Inspector.

3.10 - Seatbelts must be properly installed, with all hardware secure and tight.

3.11 - Throttle linkage must be positive and safe.

3.12 - No excessive fuel, water, or oil leaks.

3.13 - No cracks in steel disc wheels. No broken or missing spokes in wire wheels. No missing lugs or studs.

3.14 - All cars must have proper brakes. The Tech Inspector may physically check brake pedal, proper fluid level, and require a hands-off brake test.

3.15 - Drivers without windshields must wear Face shields.

3.16 - Shock absorbers must be in good working order.

3.17 - Front end and steering must be safe and secure, with no excessive play.

3.18 - Prepared exhaust systems may run through the body of the car, but must exit outside the body. Any holes cut in the body for exhaust systems may not be more than one inch larger in diameter than the exhaust tubes or pipes. A safe, fireproof material that does not leak or otherwise emit fumes must enclose any tubing in the passenger compartment.

3.19 - Any car, which the Tech Inspector determines has ANY potential safety hazards, will not be permitted to run.

3.20 - Batteries inside the driver's compartment must be secured inside a closed container and vented outside the driver's compartment.

3.21 - Operational nitrous injection systems are not allowed in any class. Nitrous bottles must be removed.

3.22 – Novice Instructor

- Must be approved by the Executive Board
- Attend "on Track" coaching from approved Novice instructor
- Attend Classroom training seminar