



Martin Sports Car Club
ORLANDO, FLORIDA

Rule Book 2011

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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 passenger ride with you during your competition or fun runs. Non-competitors may ride with you provided they are at 16 years old and have signed the insurance waiver. However, novice drivers are not allowed to take any passengers with them during competition or fun runs unless the passenger is a novice instructor. Multiple passengers during fun runs are subject to the approval of the executive board.

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 or for any reason caused by the driver, the entrant will not be permitted to re-run.

1.11 - 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.

1.12 - 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.

1.13 - 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 .

1.14 - Each driver can register and run only one car per event.

1.15 – 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.

1.16 – 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.

1.17 – 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.

1.18 – 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.

2.8 - If a vehicle is found to be over the sound limit then the owner/driver will be notified and they will be required to reduce the vehicles sound level before the next event they attend. At that event if no changes have been made, or if the vehicle still exceeds the sound limit, then the vehicle will be disqualified.

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. 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 or missing spokes in wheels of any kind. 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 - All vehicles must have a functional exhaust system that meets current MSCC sound limits. Currently that limit is 100db at a distance of 50' from the edge of the course measured perpendicular to the direction of travel measured with an ANSI Type 2 sound meter. The sound meter should be set to slow response and be held at approximately waist height. It is not necessary to test each vehicle, only those that the executive board deems to be close to, or over the sound limit.

3.22 – Novice Instructor

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

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>. 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.

Due to the wide variety of classes and modifications allowed in those classes questions will inevitably arise regarding what is legal for a particular class and what is not. As always consult both the SCCA and MSCC rulebooks first to find your answer. If you still have a question then contact the Events Director or Vice President for clarification. Car builders are cautioned against overly creative or tortured interpretation of the rules. If the rules do not specifically authorize a modification, then it is not permitted.

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), wheel alignment using standard adjustments, High-performance DOT tires at 140 or above tread wear, shock absorbers/struts (2 external adjustments maximum), brake linings (pads/shoes), air filter element (the "throw-away" part), exhaust systems from the catalytic converter back. Wheels must be of OEM size (diameter, width, and offset within 1/4") however, any sized tire that fits safely on the wheel is allowed. Additionally safety modifications such as a roll-bar/cage, and competition-type seat belts (no shoulder belts in open cars) are also allowed.

Please refer to the **SCCA® National Solo® Rules** for complete details, with the exception of tires and a special wheel allowance. Tires below 140 tread wear are not allowed in MSCC stock classes additionally stock class vehicles originally equipped with 13" or 14" wheels may upsize to 15" wheels without penalty. If applicable, wheel width may be increased to 6", but no wider.

4.2 - Street Touring Class (ST Class)

This category was designed to bridge the gap between Stock and Street Prepared. There are five Street Touring classes: ST, STS, STX, STU, and STR. Allowed modifications include aftermarket springs, shocks, camber plates, "bolt on" engine parts, and exhaust systems (provided they are emissions legal). These classes do not allow R-compound tires, only tires with tread wear rating of 140 or higher and there are restrictions on wheel width and tire size depending on class and drive train configuration. Please see the **SCCA National Solo Rules** for complete allowance in these classes and to determine which ST class your car would fall under.

4.3 - 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, ECU's and intercoolers are allowed. Intake and exhaust manifolds plus their related components are free. Emission controls are not required. No internal engine or transmission modifications are allowed beyond factory specs (no cams, hi-comp pistons, ported heads, etc). There is no limits on wheel/tire sizes and DOT R compound tires are allowed. Alternate springs, shocks, anti-roll bars, camber plates, and their related components are allowed provided they attach to their original mounting points. Some cars are able to update/backdate components like engines, transmissions, brakes, etc. with other model years listed on the same in the SCCA rulebook. Please see **SCCA® National Solo® Rules** for complete details on allowable modifications as they can be quite extensive.

4.4 - Street Modified Category (SM Class)

The purpose of this category is to provide an outlet where streetable cars with engine or drive train modifications beyond those allowed in Street Prepared can compete. This category is broken up into four classes: SM for four seat cars, SSM for two seat cars, SMST2 for FWD and RWD cars, and SMST4 for AWD vehicles. Cars competing in SM or SSM are allowed the use of R compound tires while cars in SMST2 or SMST4 must use street tires with a tread wear rating of 140 or higher.

Examples of allowed modifications for Street Modified cars include: All modifications allowed in Stock, Street Touring, and Street Prepared. Engine swaps within manufactures, aftermarket (non-OEM) supercharger/turbochargers, aerodynamic aids such as wings and splitters, any brakes of safe construction, and any suspension components provided they attach to the chassis at the original locations.

For complete details on allowed modifications in Street Modified classes refer to the **SCCA® National Solo® Rules**. Additionally for SMST2 or SMST4 please see below.

In SMST2 and SMST4, tires are restricted to Stock class guidelines meaning DOT street tires with a tread wear rating of 140 or higher. Otherwise any modifications that would be allowed in SM/SSM are also allowed in SMST2/SMST4.

Please note that while SMST2/SMST4 do allow for extensive modifications this does **NOT** mean “anything goes” as long as it’s on street tires. For example, all Street Modified cars must have a complete interior (with the exception of the rear seats which may be removed). This includes carpet, interior trim panels, dashboard, etc . Furthermore SM cars must be equipped with functional road going equipment such as headlights, turn signals, wipers, heater, horn, etc.

4.5 - Prepared Class Category (P Class)

This category is intended for mass-produced cars and sedans which are extensively modified specifically for autocross or racing use. Vehicles in this category are usually not intended or suitable for street use. Some examples of permitted modifications include limited internal modifications to the engines, gutted interiors, light weight body panels, and non-DOT racing slicks. Convertible cars are required to install roll bars. Also depending on class wheel size, and vehicle weight restrictions are applied to Prepared class cars.

Note that prepared class modifications listed in the **SCCA® National Solo® Rules** are the only modifications allowed. Prepared class rules do not build upon those of Stock or Street Prepared.

4.6 - Modified Category (M Class)

This category is for vehicles that have been modified beyond Prepared class limits and for purpose built racing cars that were never licensed, or intended for street use such as Formula cars, kit cars, and sports racers. There are seven Modified classes (AM thru FM) and cars are assigned to them based on potential autocross performance. The allowed modifications in the Modified category are almost endless and far too length to list here. If you believe your car falls under this category it is highly recommended that you consult the **SCCA® National Solo® Rules** to find which class your car belongs to and the specific rules for that class.

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 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 the top finishers in this class, but competition points will not. Any entrant who has driven in less than three autocrosses 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. Only 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 request 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.

5.0 - Competition Schedule and Standard

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.

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 CSP is 50 seconds, novice eligible drivers in CSP 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 Touring: ST, STS, STX, STU, STR

Street Prepared: ASP, BSP, CSP, DSP, ESP, FSP

Street Modified: SM, SSM, SMST2, SMST4

Prepared: XP, BP, CP, DP, EP, FP, GP

Modified: AM, BM, CM, DM, EM, FM

5.5 - Event Trophies.

One trophy will be awarded for every 2.5 cars in a class starting with the class winner. Instead of a trophy a driver may elect to receive "Benjamin Bucks" instead which can be used as payment at a future MSCC event. Note that "Benjamin Bucks" do expire one year from the date they are issued.

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