



Martin Sports Car Club  
ORLANDO, FLORIDA

# Rule Book and Awards 2016



Revised 12/9/15

Martin Sports Car Club, Inc.  
P.O. Box 161483  
Altamonte Springs, FL 32716

This edition published in 2015 by Martin Sports Car Club, Inc.

## **2016 EXECUTIVE BOARD**

President: **Mickey Gauldin**

Vice President: **Robert Blucher**

Secretary: **Troy Watters**

Treasurer: **Ben Turner**

Events Director: **Don Cross**

## Table of Contents

- 1.0 Driver/Passenger
- 2.0 Course and Course Work
- 3.0 Event
- 4.0 Vehicle and Technical Inspection
- 5.0 Classification Categories
- 6.0 Year End Awards, Event Trophies and Tiebreakers
- 7.0 Classification, Protests, and Disqualification

### 1.0 Driver/Passenger

**1.1** Each automobile driver must be at least 16 years old and possess a valid driver's license, subject to approval. Minors must have a minor release form signed by their parents or guardian. Kart drivers need not have a license, but must follow all requirements set forth in the **SCCA® National Solo® Rules**. They also require a minor release waiver signed as well.

**1.2** Drivers may have one licensed passenger ride with them during their competition runs. Non-competitors may ride along provided they are at least 16 years old and have a signed insurance waiver. Additionally, novices are only allowed to take experienced drivers with them as a passenger. Multiple passengers, during fun runs, are subject to the approval of an Executive Board member.

**1.3** Seatbelts and approved helmets are required to be worn for all competitors and passengers. If stock belts are replaced then lap belt must comply with SCCA® National Solo® Rules. Helmet requirements follow SCCA guidelines. Please check **SCCA® National Solo® Rules** for specific details. Helmets must be approved by the Snell Memorial Foundation® or their equivalent as outlined in the **SCCA® National Solo® Rules**. Annual tech for helmets will be available.

**1.4** Any driver considered under the influence of drugs or alcohol will be disqualified and ejected.

**1.5** Anyone driving unsafely in the immediate vicinity of the event will be disqualified and/or ejected.

**1.6** In vehicles without windshields, drivers and passengers must wear face shields.

**1.7** Each driver can register and run only one car per event.

**1.8** All appendages (hands, arms, feet) shall remain inside the vehicle while making any runs.

**1.9** No handheld in car video recording is allowed. All cameras must be securely mounted.

### 2.0 Course and Course Work

**2.1** Courses must be submitted to and approved by the Executive Board.

**2.2** After course has been setup, the VP must walk and approve the course for safety issues. In the absence of the VP, an Executive Board member, or someone appointed by the board must walk and approve the course.

#### 2.3 Course Design Guidelines

**2.3.1** All corners shall be negotiable without reversing by any car during the event.

**2.3.2** 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.

**2.3.3** 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 two (2) 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.

## **2.4 Worker Station Requirements**

**2.4.1** During competition runs a minimum of two (2) corner workers shall be present at each station. In order to have multiple cars on track at once during "Fun Runs" then a minimum of two (2) workers per station still applies.

**2.4.2** The stations must be equipped with a red flag, and a fire extinguisher must be available within a reasonable distance.

**2.4.3** A walkie-talkie type radio and a clipboard for documentation are highly recommended.

**2.4.4** Cell phones, cameras, or video recording devices shall not be used while course working, unless it is your work assignment.

**2.4.5** Workers shall remain standing while the course is hot.

## **2.5 Novice Instructor**

**2.5.1** Must be approved by the Executive Board.

**2.5.2** Instructors may, after they have finished their allotted number of competition runs, drive another competitor's car for the sole purpose of demonstrating the proper starting, accelerating, braking, cornering, and finishing techniques. If the instructor makes an "instruction run(s)" before his normal competition runs, this will reduce the instructors total number of competition runs by one (1) or the total number of "instruction runs" made. This shall include "low speed" course direction runs. This rule shall not allow the instructor to have a "fun run" in another competitor's car during the competition portion of an event. Special cases shall be approved by the Board before the instructor lines up to make a non-competition run. The Events Director or any other Board Member(s) can cancel the Instructor runs for the sake of the Event Duration, Weather, or Timing

## **3.0 Event**

**3.1** 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.

**3.2** 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.

**3.3** Once the entrant has crossed the starting line on his/her first timed run, the entry fee will not be refunded.

**3.4** Any vehicle in competition must maintain either a minimum time of five (5) minutes or a minimum spacing of five (5) cars between runs, regardless of whether there are multiple drivers for a vehicle. Back to back runs must adhere to this rule.

**3.5** The last car to run in each timed run must be started within five (5) 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.

**3.6** All decisions affecting the operation of MSCC events, and which are not solely reserved to the elected officers, are at the discretion of the Events Director. Decisions or promises made by any other individual(s) shall not be binding.

**3.7** In the 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.

**3.8** 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 a re-run.

**3.9** A driver may receive a re-run if he identifies a cone that was knocked down or misplaced during a previous driver's run and stops to point out the cone in question, or is red flagged because of another vehicle or course worker on course causing a safety issue. A driver would also receive a rerun in the case of timing errors.

**3.10** The Events Director has the final say when to go to rain rules during an event. When the Events Director 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.

**3.11** During competition runs, both front windows must be down in all vehicles. During heavy rain conditions it is up to the driver whether to have the windows down during the competition runs. This only applies to front windows on four (4) door cars.

**3.12** No vehicles shall be moving 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.

**3.13** Anyone taking photos or video, on or near the course, must have a spotter with them. Permission must be requested to the Events Director or another Board member to be in non-spectator areas.

**3.14** An event shall be considered official once all competitors have had an opportunity to complete at least one run. Results will be calculated using the most run opportunities available to all competitors within each individual class. Overall awards for an event will use the most run opportunities available to all the competitors at the event.

Example: Everyone in AS had an opportunity to make two runs, but one driver made three runs. The class win would be determined by the first two runs. Overall, a driver only had an opportunity to make one run in BS while everyone else made at least two, so the overall awards would be based on everyone's first run only. Please note the use of opportunity. If drivers wait to make runs, or multi-driver cars don't switch out drivers between runs, those runs still count as opportunities.

## **4.0 Vehicle and Technical Inspection**

**4.1** All vehicles that participate in competition or fun runs must pass a tech inspection unless they hold an annual tech for the vehicle.

**4.2** Roll bars and shoulder harnesses are strongly recommended and sometimes required. Please refer to the SCCA® National Solo® Rules for complete details on roll bars and driver restraints. Shoulder harnesses are not allowed without roll bars in open cars.

**4.3** On-board fire extinguishers/systems are highly recommended.

**4.4** All doors, hoods, trunk lids, or any other moveable panels are to be fully closed and latched, locked if possible, during timed runs.

**4.5** 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.

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

**4.7** Wheels must be safely affixed. No reversed wheels where the lug bolt taper does not match the chamfer of the holes are allowed. 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.

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

**4.9** No hubcaps or any other removable item may be attached to the wheels, rims, etc. during any timed run. Exceptions are at the discretion of the Chief Tech Inspector.

**4.10** Seatbelts must be properly installed, with all hardware secure and tight.

**4.11** Throttle linkage must be positive and safe.

**4.12** No excessive fuel, water, or oil leaks.

**4.13** No cracks in or missing spokes in wheels of any kind. No missing lugs or studs.

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

**4.15** Shock absorbers must be in good working order.

**4.16** Front end and steering must be safe and secure, with no excessive play.

**4.17** 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, and measured with an ANSI Type 2 sound meter. The sound meter should be set to "A" weighting, "slow" Response. The microphone shall be mounted or held away from the body at 3 to 4 feet above the ground. It is not necessary to test each vehicle, only those that the Executive Board deems to be close to, or over the sound limit. Please refer to Section 7.6 for compliance/disqualification.

**4.18** The Chief Tech Inspector will help classify vehicles, if asked, based upon current versions of 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 Tech Inspector to allow appropriate classification.

**4.19** Class Numbers and Letters - Car numbers shall be a minimum of 8" high with a stroke of 1.25". Class letters shall be located on both sides of the car and be readable by timing and scoring as well as course workers. The color of the numbers/letters shall be in contrast to the color of the car.

**4.20** The car number 79 shall be retired from all classes. The exception is the current 1985 Toyota MR2 where the number currently resides as long as Penny Belvoir, or one of her offspring owns the vehicle. If this vehicle is sold outside of the family, the number will be retired from all vehicles.

**4.21** Annual Tech is available to members who submit the proper form to the Chief of Tech and whose vehicle passes a thorough inspection by the Chief of Tech, or someone designated by the Chief of Tech or Vice President. The Annual Tech is valid for the calendar year, or until any major work is performed on the vehicle. It is up to the member to check and maintain the vehicle to continue to meet these safety standards and apply for a new Annual Tech if any modifications are made to the vehicle. If a member knowingly runs a vehicle that does not meet the standards, the annual tech will be revoked.

## **5.0 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/solo/content.cfm?cid=44517>. 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 current versions of both the SCCA and MSCC rulebooks first to find your answer. If you still have questions contact the Chief of Tech, 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. When in doubt, don't! Please also note that just because a vehicle appears in the appendix of the car classing section in the **SCCA® National Solo® Rules**, the vehicle must still conform to all safety standards or will not be legal to run. Also note that a vehicle may only run in a class for which that vehicle is specifically allowed.

### **5.1 Street (S) (Formally Stock) and Street (S-R)**

All cars in these classes must be mass-produced models, available in the United States. Both Street category cars compete in their factory configuration with a minimal number of allowances. Some of the allowances include: removal of spare tire and tools, substitution, addition, or removal of a *single* anti-roll bar and supporting hardware (brackets, end links, bushings, etc.), wheel alignment using standard adjustments, , shock absorbers/struts (2 external adjustments maximum), brake linings (pads/shoes), air filter element (the "throw-away" part), and/or exhaust systems from the catalytic converter back. Wheels in the (S) must may change diameter + or – 1 inch, but the width must remain OEM, and offset within 1/4"; however, any size tire that fits safely on the wheel is allowed. Wheels in the (S-R) must be of OEM size (diameter, width, and offset within 1/4"); however, any size tire that fits safely on the wheel is allowed. Tires below 200 tread wear are not allowed in the (S) class but are allowed in the (S-R) class. 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 current version of the **SCCA® National Solo® Rules** for complete details on the complete differences between these two street categories. Additionally, street class vehicles originally equipped with 13" or 14" wheels may upsize to 15" wheels without penalty. Under this situation, wheel width may be increased to 6", but no wider.

### **5.2 Street Touring (ST)**

This category was designed to bridge the gap between Street and Street Prepared. There are six (6) Street Touring classes: STF, STC, STS, STR, STX, and STU. 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 200 or higher are allowed 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 allowances in these classes and to determine which ST class your car would fall under.

### 5.3 Street Prepared (SP)

All cars in this class allow all Street modifications plus any carburetor/fuel injection system and any ignition system.

Turbo/supercharger hardware has to remain standard, but aftermarket boost control systems, ECUs 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 are 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, such as engines, transmissions, brakes, etc., with other model years listed on the same line in the SCCA rulebook. Please see **SCCA® National Solo® Rules** for complete details on allowable modifications, as they can be quite extensive.

### 5.4 Street Modified (SM)

The purpose of this category is to provide an outlet where street-able 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 and SSM for two seat cars are SCCA classes. Cars competing in SM or SSM are allowed the use of R-compound tires. Examples of allowed modifications for Street Modified cars include: all modifications allowed in Street, Street Touring, and Street Prepared, engine swaps within manufacturers, 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, MSCC also has SMST2 & 4. SMST2 is for FWD and RWD cars and SMST4 is for AWD cars. Tires are restricted to Street class guidelines, meaning DOT street tires with a tread wear rating of 200 or higher. Otherwise any modifications that would be allowed in S, SP, ST, SM, and 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.

### 5.5 Prepared (P)

This category is intended for mass-produced cars and sedans that 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, lightweight body panels, and non-DOT racing slicks. Convertible cars are required to install roll bars. Also depending on wheel size, weight restrictions are applied to Prepared class cars. Note: Prepared class modifications listed in the **SCCA® National Solo® Rules** are the only modifications allowed. Prepared class rules do not build upon those of Street or Street Prepared.

### 5.6 Modified (M)

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) including FSAE, and cars are assigned to them based on potential autocross performance. The allowed modifications in the Modified category are almost endless and far too extensive 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.

### 5.7 Kart

Kart classes will follow the spirit of the rules set forth by the SCCA in the current version of the **SCCA® National Solo® Rules**. The classes include Formula Junior C (ages 5-7), Formula Junior B (ages 8-11), Formula Junior A (ages 12-18), and KM. 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. Note: karts may not be allowed at all venues.

### 5.8 Novice

In addition to classes outlined 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 experienced drivers may ride along with novices.

**5.8.1** Any novice who finishes within 110% of the fastest time of the day, will be automatically moved to the proper class for their vehicle prior to awards. The affected classes will be adjusted.

### 5.9 Special Class Category

At the discretion of the Events Director, 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.

## 6.0 Available Awards and Requirements

Year end racing awards are determined by Tiger points accumulated during the course of the year. Tiger points values are described in section 6.4. Only members in good standing can accrue Tiger points. Members who do not pay dues by the March meeting will only start accruing points from the time they have paid. If paid by the March meeting, then all points earned thus far during the season will be awarded/credited. There are eleven points-earning events during the course of the year, and all championships, from individual class to overall category to Tiger, and Rookie and First Lady, are calculated with 2 drops. The Executive Board may change the total number of events and/or drops in the calculations if circumstances arise cancelling, postponing, or otherwise affecting the total number of events during the year. A driver must have competed in at least 6 events in a given class to be eligible for the class championship. This also applies to overall category championships. Kart classes are only eligible for Class champion.

### 6.1 Year End Racing Awards

**6.1.1)** Award for each individual **Class champion** as dictated by the most Tiger points accrued in a class after 2 drops.

**6.1.2)** Overall categories for Street, Street Prepared and Prepared Classes.

**a) Overall Street** is determined by the racer receiving the highest amount of Tiger points after 2 drops, in street classes collectively, during the competition points events for a given year. Currently those classes are: SS, AS, BS, CS, DS, ES, FS, GS, HS or their equivalent R classes

**b) Overall Street Prepared** is determined by the racer receiving the highest amount of Tiger points after 2 drops in all street prepared and street touring classes, during the competition points events for a given year. Currently those classes are: STC, STF, STR, STS, STU, STX, SSP, ASP, BSP, CSP, DSP, ESP, FSP.

**c) Overall Prepared** is determined by the racer receiving the highest amount of Tiger points after 2 drops in all prepared, street mod, and mod classes, during the competition points events for a given year. Currently those classes are: SM, SMF, SSM, SMST2, SMST4, XP, BP, CP, DP, EP, FP, GP, AM, BM, CM, DM, EM, FM, FSAE.

#### 6.1.3 Rookie of the Year

**a)** Driver had to have competed in less than 5 events the previous year.

**b)** Kart classes are not eligible for the Rookie of the Year award.

**c)** 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.

#### 6.1.4 First Lady

**a)** This is awarded to the female driver who accumulates the most Tiger points in a year.

#### 6.1.5 Top Time of the Day

**a)** This is awarded in recognition of the fastest time, after any cone penalties, at each individual points event during the year. All classes except kart classes are eligible.

#### 6.1.6 Mercury Award

**a)** This is awarded to the racer with the lowest CUMULATIVE index after dropping the two highest for the year.

**b)** Indexes AT EACH EVENT are calculated by dividing each driver's fastest run by the average fast run time from the event.

#### 6.1.7 Tiger of the Year Award

**a)** The Tiger of the Year Award is given to the competitor who accrues the most Tiger points for the year after drops.

### 6.2 Year End Non-Racing Awards

#### 6.2.1 President's Award

**a)** This award is chosen solely by the President. It goes to an individual whom the president deems the most deserving based on any criteria the President deems important.

### 6.2.2 Ben Yu Teamwork Award

a) This award is determined by the Executive Board. It is awarded to an individual they deem has gone above and beyond in assisting the club at events, meetings, and/or any special events hosted by Martin Sports Car Club.

### 6.2.3 Hall of Fame

a) This honor is based solely on tenure and dedication to the club. Members may be inducted to the Hall of Fame after meeting the following criteria.

- 1) Have been members for 20 years.
- 2) Have served the club by being on the Executive Board for a minimum of 5 years.
- 3) Have served the club as President for at least 1 year.

### 6.2.4 Membership Shirts

a) These are special shirts the Executive Board picks that are awarded to members who accrue a pre-determined minimum amount of active member points. The final points total can fluctuate from year to year depending upon the number of events hosted by the club for a given year. The number usually falls around 21.

b) Active member points are points awarded for attending meetings, participating at events, hosting events, and for any annual position held. Members receive 1 point for each event or meeting they attend and receive 3 points for hosting an event. Points can also be awarded for other special assistance given to the club at the Executive Board's offering. Members also receive 1 point per event or meeting for any voluntary positions they may hold that impact said event or meeting (i.e. Registrar, Chief of Tech, Board member, etc.).

## 6.3 Event Trophies

6.3.1 One trophy will be awarded for every 2.5 cars in a class starting with the class winner.

6.3.2 In lieu of a trophy or medal, a driver may elect to receive "Benjamins", which can be used as payment at a future MSCC event. First place winners may choose a Martin Class Champion tee shirt as an alternative.

6.3.3 One (1) car classes may only receive the smaller "Benjamin" that is awarded.

6.3.4 Award winners must be present at the award ceremony directly following the event in order to receive an award.

## 6.4 Tiger Points Schedule and Tiebreaker Rules

The number of Tiger points earned at each points event is dictated by the number of competitors in your class. The table below lists the number of points earned depending on your finishing position and number of cars in the class.

		Number of Cars in Class										
Finish	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	

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

6.4.1.1 Competitor with the most 1st place finishes.

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

6.4.1.3 If still tied, Competitor with most overall points.



## 7.0 Classification, Protests, and Disqualification

7.1 Any driver may be disqualified during the event at the discretion of the Events Director or Chief Tech Inspector, subject to appeal by the entrant.

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

7.3 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. While the right to protest in certain cases is unquestionable, it should be remembered that autocross events are sporting events, to be conducted in a sporting spirit; that all events are organized and managed by amateurs who cheerfully give their time and do their best; that the competitor may expect some imperfections of the event and its organizers and of his/her fellow competitors; and that, to a reasonable extent, these things are part of the chances he or she takes in entering the competition. Competition protests specifying which sections of the MSCC or SCCA Solo® rulebooks alleged to have been violated shall be submitted to the Events Director or Vice-President within 15 minutes of the last competition run of the day at any points event. For a period not to exceed 30 minutes the Executive Board members in attendance and appointed agents will review the specific point(s) of the protest and review the protest against the governing rules of the competition. If the driver/entrant being protested is found in violation of the specific rule(s) being protested, the review board shall determine the severity of the penalty based on the nature of the infraction. The penalty could be loss of position(s), disqualification from the event, loss of points, or a combination thereof. The official results will be modified accordingly to the outcome of the protest. If the violation is specific to a vehicle being in non-compliance to the governing rulebooks then proof will have to be made to the Chief Tech Inspector before the vehicle can be cleared to run future MSCC events.

A protest against the actions of a driver/entrant, or official during competition, including a protest against Timing and Scoring, shall be lodged no later than 15 minutes after the alleged violation. The protest again will go to the Events Director or Vice President and the Executive Board members in attendance, and appointed agents will review the specific point(s) of the protest and make judgment(s) if applicable based on the nature of the infraction. All timing and cone count audits will be based solely on data recorded in the Timing Trailer and the worker stations.

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

7.5 Vehicles misclassified due to an error in guidance from a Tech inspector or the Vice President 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.

7.6 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. Please refer to Section 4.17 for sound limit specifications. The Board, in its sole judgment, has the right to stop a vehicle from further participation in an event and refund the participants entry fee for the event if it exceeds the sound limit based on either a) the exceeded sound limit may jeopardized the use of the event site for future events, or b) the exceeded sound limit creates an event or personal safety issue.

**Note:** 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 from SCCA's website 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. Review SCCA's "Fastrack" monthly publishing for most current rule changes.