



# Series Rule Book

[www.MidwestSuperCupSeries.com](http://www.MidwestSuperCupSeries.com)

Midwest Super Cup Series Rules

## **GENERAL DISCLAIMER STATEMENT**

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH, THESE RULES AND/OR REGULATIONS.**

They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

The President or race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or to impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation of, or deviation from these rules is left to the discretion of the MSCS officials.

### **THE OFFICIAL'S DECISIONS ARE FINAL.**

## **MSCS POLICIES & PROCEDURES**

**Rain Policy** – If the racetrack cancels the race for any reason (bad weather), no points will be awarded to any driver that did not show up. 5 points will be awarded as show up points in certain circumstances.

**Refund Policy** – **MSCS** membership fees are non-refundable.

**Communication Policy** All drivers or spotters in all **MSCS** events are required to use Raceceiver “receive only” radios to allow direct communications between track race director and every car in the event. Adult drivers can also use a two-way radio to communicate with spotters and pit crew. A simple patch cable available will allow a driver to use both the Raceceiver and a traditional radio at the same time. Driver’s age 16, and younger are required to have a spotter

**Rules Policy** – **MSCS** rules are managed by the **MSCS** Board which reviews all rule changes and votes for or against any proposed change. All **MSCS** members are welcome to submit suggestions for rule changes at any time in writing. Those suggestions should be given to the race director or **MSCS** president. In general, rule change proposals will be considered after the end of each racing season, or sooner if necessary.

**No Litigation** - By entering a **MSCS** Sanctioned Event, Members agree to accept the following terms: A decision of a **MSCS** Official is final and non-protest able and cannot be litigated. If a member violates this agreement and proceeds with litigation against **MSCS** or its Official(s), that Member agrees to pay any and all costs, including

reasonable attorney fees, associated with the litigation incurred by **MSCS** or the Official(s).

**Pre-Tech** - Every car that competes in a **MSCS** race is required to go through pre-tech prior to heat races. No pre-tech, no race. Passing pre-tech does not mean the car is exempt from post-race tech, or that the car is safe to race. It only means that the items inspected passed **MSCS** specifications at that time. Racers are welcome to bring their cars to pre-tech at any time to verify continued compliance with **MSCS** specifications. Compliance with **MSCS** specifications does not protect you from injury or loss due to racing accidents or activities.

### **Pre-Tech Super Cup checklist.**

1. Ride height. 1 ¾" Gauge must flow freely under the race car.
2. Weight 720 LBS for all cars (Truck weight is minimum 750 LBS) Maximum left side weight is 55% of total weight.
3. Engine compartment exam- exhaust pipe 22" minimum made from 1 ¼" tubing from the flange. Approved Air filter, carb tight, gas tank vents, air vent hose rear quarter window (no more than 1" below sheet metal) any safety issue that may need to be addressed.
4. Spoiler check 35 degrees minimum.
5. Check axle with magnet (no stick – no race), spindles, control arms, brakes, springs
6. Wheelbase - 59.5 – 60.5 inches
7. Overall Height – 30.5 inches minimum, on roof center line behind hatch
8. Safety belt date (none over 5 years old allowed), helmet (SNELL 2015 or newer), Driver's suit (single layer fire suit).
9. Steering column padding.
10. Switches located on left side of steering column.
11. Fire wall and panels over engine completely meet body of Super Cup.
12. Front and rear track width – 43" to 46"
13. Driver's window – Net & wing window are allowed. Wing window can be no more than 6" from the A-Pillar.

## **Payouts -**

### **Standard Weekly Payouts –**

Standard weekly race payouts will be as follows on race nights that participating tracks give a payout to **MSCS**.

1. See Payout Schedule
2. On a sponsored race night, additional payouts may be available. This payout would be on top of the standard weekly race payout.

### **End of Season Payout & Awards –**

**Eligibility** – Drivers with paid annual membership and meet the following requirements.

- a) Must display series contingency decals for the entire season.
- b) Must compete in 80% of all events.
- c) Participation in 2 road course events
- d) Attendance of awards ceremony

## **1. GENERAL RULES**

The **MSCS** rules shall apply to every driver, owner, sponsor, mechanic, crew member and / or any other pit personnel (collectively known as participants) participating in any **MSCS** sanctioned or recognized event.

**ALL PARTICIPANTS SUBJECT TO THE MSCS RULES ARE EXPECTED TO KNOW THE RULES AND ANY CLAIMED IGNORANCE OF THE RULES WILL NOT BE ACCEPTED OR TOLERATED AS AN EXCUSE.**

All rules in this book apply to all events sanctioned or recognized by **MSCS**.

For the safety of the drivers and the betterment of the series, rules may be changed throughout the season.

**No modifications other than those specified in this rulebook are acceptable. If this rulebook does not specifically say that something can be done or not done, then you must consider that the change or action is illegal.**

Anyone attempting to circumvent the rules or judged to be going against the spirit and intent of these rules or the organization is subject to disqualification or suspension. Only authorized **MSCS** officials may decide if a change, alteration or action is an attempt to circumvent the rules.

THE DECISIONS OF **MSCS** OFFICIALS, OR TRACK OFFICIALS, AT **MSCS** SANCTIONED OR RECOGNIZED EVENTS, INCLUDING THE INTERPRETATION AND APPLICATION OF RULES AND THE SCORING OF POSITIONS, SHALL BE FINAL, BINDING AND, AT THE DISCRETION OF THESE OFFICIALS. THIS IS NON-APPEALABLE.

No equipment or car will be considered as having been approved by reason of having passed through inspection "unobserved".

For all future references, the **MSCS** will have a Director of Competition, and a **MSCS** Technical (Tech) director / inspector. If either of these officials are unavailable, the **MSCS** President or his designee will temporarily become the Director of Competition / Tech Inspector, with all the same duties.

## 2. **MSCS CODE OF CONDUCT**

All **MSCS** members will be expected to abide by the following code of conduct at all **MSCS** events. **The driver is responsible for the actions and words of his owner, pit crew, etc. in all respects. Throughout this section, the word "driver" shall mean the driver, and anyone associated with that driver at the track.** The driver shall be the sole spokesperson for his / her car owner and pit crew in all matters and must deal with **MSCS** officials only regarding their conduct and behavior. Anyone witnessing a violation of this policy anywhere on the facility where a **MSCS** event is taking place should report it to a **MSCS** official.

**Harassment of **MSCS** members, **MSCS** or track officials, safety crews, ambulance crews, or spectators will never be tolerated. Harassment is any screaming, yelling, or threatening words and/or actions.**

**Harassment of other racers and/or their crews, families etc. will not be tolerated. This including yelling, and verbal confrontation. A fine of \$375 will be assessed, to the team. The car/driver will also incur a 10-point penalty.**

**Physical violence will never be tolerated. Any driver/crew member/family/official, who physically attacks anyone, at any time, will be fined up to \$750 and could be suspended. Suspension determined by **MSCS** officials after review. If the violence involved a weapon, the driver/crew member/family will be banned from further **MSCS** competition for life.**

If in the opinion of the track/MCSC officials, any driver who intentionally and flagrantly wrecked another car during a race, the offending driver may be fined up to \$200, with up to a 15-point penalty. This does not include incidental contact.

**Any concerns regarding the racing events or the series must be immediately taken to MSCS officials only.** Drivers or crew members shall not go to a local racetrack official with questions, concerns, or complaints regarding the event or internal series issue. Please note track officials have no bearing on series decisions regarding said event or issues.

All personal property brought to the speedway by a team must be removed with them when they leave. Examples: tires, race car parts, used oil, **trash** etc.

### 3. MEMBERSHIP AND LICENSING

**MSCS** membership runs from January 1st through December 31st. All memberships must be renewed on an annual basis. All membership forms including registrations, W9, releases, and bios are due prior to on track activity. Minors must also submit a birth certificate at this time.

If a competition **MSCS** applicant is between the ages of 8 and 17 years of age, the applicant must submit minor release form signed by all parents or court-appointed guardians. All competition applicants under 18 years of age are required to submit with their application a notarized copy, or original, birth certificate. All birth certificates, whether a notarized copy or an original will not be returned and kept on file by **MSCS** BOARD MEMBER. (Driver only needs to pay for membership. Parents need to sign a waiver)

**MSCS** may penalize, suspend and / or revoke a competitor for any period if the member has violated or attempted to violate **MSCS** rules.

#### MEMBERSHIP

**Full Time:** (Includes car and one driver) **\$100.00** (Payable to Midwest Super Cup Series). This cost goes up to \$150.00 after **March 1<sup>st</sup>**.

**Part Time:** \$75 (Includes car and one driver) for non-**MSCS** registered adult drivers up to 3 races. \$95.00 for kids under 18 years old up to 3 races (Payable to Midwest Super Cup Series).

Part time registrations are not eligible for single event payout, or **MSCS** season points and/or the end of year points fund. These fees must be paid prior to the start of an event.

a) Crew members are free.

It is the driver's/adult's responsibility to turn in all necessary paperwork to a MSCS official.

#### 4. ACCIDENTS AND SAFETY

**MSCS** sanctioned or recognized events are competitive racing events. The rules of **MSCS** racing have been established to provide for orderly conduct of the racing events and to establish minimum acceptable standards for these events. Entrants are required to comply with these rules.

No express or implied warranty of safety shall result from publication of, or compliance with these rules and regulations. These rules are strictly a guide and in no way guarantee against property damage, injury or death to any participant, spectator or official. All competitors assume full responsibility for all injuries sustained, including death and property damage, anytime they are in the racing areas or in route to or from.

All competitors agree to inspect the racing facilities, safety personnel and equipment, and conditions at the racetrack on a continuing basis before, during and after the event. All competitors are solely and directly responsible for the safety of their race cars, equipment, crew members, guests, other persons in their pit area and themselves.

Any party whom willfully or maliciously uses a racecar, or any object, on the track or in the pits to injure, destroy or damage another person or personal property will be suspended plus subject to arrest. Any suspended/disqualified race will not be used as a drop, and you will lose points and pay for that evening. Drivers are expected to drive in the pits at a consistent rate of speed (at 10 mph or less). Drivers obviously exceeding this limit will be penalized a 5-point penalty for jeopardizing the safety of other drivers and crews.

Drivers may not get out of their cars while on the racetrack except in an emergency (such as fire or fuel leak) or if requested by an official. A 5-point penalty will be assessed, and you will lose pay for that evening.

All drivers must wear approved seat belts, safety suits, all safety suit accessories such as gloves, shoes, wrist restraints, etc. and a helmet on the racetrack always or whenever the car is in motion. This includes pit and staging areas.

#### 5. ENTRY AND SIGN IN

All drivers must be in attendance during the entire course of all drivers' meetings, unless prior approval. In addition, one parent or guardian for the Jr, unless prior approval.

Driver must be present. Failure to attend the MSCS drivers meeting will result in starting in the last & final position for all official on track timed sessions that day.

## 6. COMPETITION AND RACE PROCEDURE

Only cars manufactured by Miniature Motor Sports Inc. /Townsend Racing Products, Braits Precision/Ultimate Motor Sports, Heddins Motorsports, or NC Chassis Company, AAJ Chassis, (MMI, Bullet, Avenger, MKS and NC) and determined to meet **MSCS** specifications are eligible to compete in a **MSCS** sanctioned or recognized event. From this point on in the rulebook, these entities will be referred to as "The Manufacturers". All cars may be subject to inspection of any item at any time by **MSCS official**.

No engine, camshaft, cylinder head, valve springs, or carburetor body may be changed after a car has posted a qualification time or competed in a heat race without the permission of a MSCS official. If permission is granted, they must start at the tail of the field in the next race and the engine, camshaft, cylinder head or carburetor body will be impounded and is subject to technical inspection.

**MSCS** and track Officials may at their discretion decide regarding the line-up of cars for any qualifying, heat races, semi features or consolation races and feature races.

Both heats and features are contingent on whether qualifying is allowed at the racetrack. If qualifying is done, the field will be set by qualifying times. **If qualifying is not allowed for the event, the field will be set by practice lap times. In the case of a tie for qualifying position the tie goes to the team with the next fastest lap.** If a driver drops out at the grid, cars will move up one row/same lane. If a driver drops out 10 minutes or more prior to race time, the drivers will move up one position.

**A.** If there is one heat race, the top 6 qualifiers will be inverted. In the case of two heat races, the field will be split with Fast qualifiers in one heat and slower qualifiers in the second heat race. The fields will then be completely inverted.

**B.** If there are more than two heat races, the field will be divided into multiple heats based on qualifying times, with full inverts.

**C.** For the feature event, feature lineups will be created as follows: The top 3 qualifiers plus the roll of one dice will determine the invert for 12 cars or less, two dice for 13 cars or more. **The feature winner from the previous week will go to the rear of the invert of their next feature race.** The lineup will be based on qualifying order and adjusted for penalties, rookies, etc. The roll will take place before the feature event and will be rolled by fast qualifier or a designee of the **MSCS President**. All remaining cars will line up in order after the inversion.

If a second car (backup Car) is used it must start at the end of the field.

Any driver change will result in that car starting at the rear of the field.

All starts and restarts are to be determined by track officials.



All cars will line up in the designated staging area prior to their respective heats, consolations and features. Any car not on the track in the designated time will not be permitted to start the race or they will be placed at the rear of the field at the discretion of officials.

If a car does not make a call for a heat, it cannot start in another heat. The car must run in the consolation race or start at the rear of the field if the field is not full. If the field is full the car will be considered to have not qualified.

On all starts and restarts the pole sitter sets the pace. After the green flag and/or light is displayed, all drivers must maintain their relative positions, nose to tail until crossing the start/finish line or specified marker. If the outside pole sitter jumps the start by  $\frac{1}{2}$  a car length and does not relinquish the spot by the end of lap one, a 2-point deduction will be assessed. Repeat offenders are subject to an escalating increased point deduction. If in the opinion of the officials, a driver flagrantly improves his position without cause prior to crossing the start/finish line or marker, may be black flagged or sent to the rear of the field. Vehicles jumping the start must relinquish their position within one lap or will be subject to disqualification. The official's decision to penalize or not to penalize in accordance with this rule may not be protested.

Restarts are single file, unless otherwise determined by officials prior to racing. Restarts are at pace speed until the green flag is waived. When the green flag has waived you can improve your position even if you have not passed the start finish line.

All starts and restarts will be at a consistent slow to medium speed. The pole or lead car must maintain this speed until the display of the green flag. ***For starts and restarts after the one to go signal has been given you cannot warm your tires. Scrubbing tires after the one to go is not allowed. If a driver is found to be doing this, the first offense is a verbal warning, after a verbal warning has been given, a One point penalty will be assessed each time thereafter.***

If the race is red flagged or a caution flag is displayed before the completion of lap 1, it is common practice to restart in the original starting order. All cars involved in an accident will restart behind all cars not involved, regardless of the number of laps completed. Track / **MSCS** officials have the right to deviate from this policy if they determine an incident was caused intentionally.

All cars going to the pits under a yellow or a red must restart at the rear of the field, if they wish to return to that event. Any car(s) in the pits when the yellow is turned off must remain there until cleared for return by the pit official.

Cars that spin (self-inflicted) out on the track must attempt to resume race speed and refrain from slowing current competition. If anyone is deemed to be deliberately stopping the race, his or her car will be disqualified from that event. If deemed an intentional spin out of a driver the offender will be sent to the rear of the field, loss of points for that night and will start the next race at the rear of the field. Unintentional

Spin of driver will result in the offender starting in the rear of the field in the same event at the offender's next race. (Spin in heat = Start at the rear of feature)

During a race under the green or yellow flag, all work to a race car competing in that race **must** be done in the designated pit area. If a car is worked on outside of these defined areas under the green or yellow flag the car will be disqualified.

If rough driving is observed, officials will first warn the driver with the point of a furled black flag. Further rough driving may result in disqualification or consultation with officials. Rough driving will be determined by the track officials and/or MSCS.

A black flag can be given to any car that is losing part of the race car, appears to be unsafe, or smoking badly. The black flag decision will be made by the starter or pit officials.

The race will be officially completed when the leader has completed the specified race distance or with the starter's display of the checkered flag.

Upon consultation with **MSCS/OFFICIALS**, track officials have the right to change, omit, or add rules and regulations that are particular to their track regarding how the event is run. For instance, a particular track may prefer single file restarts over double file restarts. This policy does not in any way pertain to minimum standards for safety.

#### **Rookie/Probation Rule:**

Drivers may be required to make a minimum number of starts, subject to on track performance and other criteria from the rear of the grid in all qualifying events, heat races, consolation races, and features. The placement of drivers at the rear of the grid or any other positions within the lineup shall be determined by MSCS, the Race Director, or his appointed representative and is not subject to protest or appeal.

### **7. FLAG RULES**

Competitors will be given information from the officials, during events via flags or lights as listed below:

**Green:** Go. The entire track is open for racing.

**Yellow:** Caution. All cars must come to a slow and consistent speed immediately. All cars must maintain their position, even if the car is a lapped vehicle, maintaining a single file nose-to-tail formation.

**Red:** Stop. The race has been stopped and all cars must come swiftly and safely to a complete stop.

**Black:** Any car given the black flag must pull into the pits immediately for consultation. Failure to obey a black flag will result in your car not being scored for the remainder of the race.

**Blue with Yellow Stripe:** Move over, you are being lapped.

**Crossed Flags:** The halfway signal.

**White:** You are beginning your last lap of the race.

**Checkered:** The race is officially completed.

## 8. TIMING AND SCORING

**MSCS** or the race organizer will appoint an Official Scorer of each event.

A lap is scored and considered complete only after the entire field or great majority of the field has passed the start/ finish line. The official score keeper may declare at their discretion what constitutes most of the field.

All restart lineups will be derived from the official score keeper's lap charts.

**Any car improving or attempting to improve its position under a yellow flag condition is subject to a penalty.** Violators will first be returned to their proper running position. Failure to maintain that position can result in a one lap penalty, detention penalty or disqualification.

In heat or consolation races, yellow flag laps will not be scored.

Officials have the option to score or not score yellow flag laps during feature races. This decision must be announced at the driver's meeting or to all drivers prior to the beginning of the feature race.

All protests regarding scoring must be made within 10 minutes of the posting of the official scorer's results.

The decisions of the official score keeper is final.

At tracks using an AMB style transponder system where the transponder must point down toward the track, the standard location for the transponder shall be at the rear of the car, on the side of the rear down tube on either the left or right side of the chassis.

Only one transponder may be mounted per car, and all transponders must be operational.

## 9. POINTS

**All MSCS sanctioned races will use the point system described in this rulebook.**

Points will be awarded to the driver.

MCSC Series points system will be utilized for all races.

Points are non-transferable from one driver to another.

You must be in good standing with the **MSCS** in order to receive any point fund money or awards. All suspensions must be fully served to be considered in good standing with **MSCS**. **MSCS** reserves the right to withhold or revoke any point fund money and/or awards to any participant with outstanding debt to the **MSCS**.

Sanctioned races can be run between January 1st and December 31st.

**Scratch Rule:** In the event of a feature rain out or mechanical related issue, drivers will receive last place points of the feature race if their vehicle is able to complete at least one lap of the day's racing activities (practice, qualifying, heat). 2 race maximum for inability to complete one lap in the feature.

Last place points are determined by the total number of cars in attendance for the event.

If the racetrack cancels the race for any reason, before opening pit gates no points will be awarded to any driver. **If the race is canceled and no points paying on track activities have begun after the pits are open 5 points will be awarded to teams that show up as show up points.**

A driver has the following options for starting the race.

- A. Race in the position the driver is already scheduled for.
- B. Choose to start at the rear of the field.

End of year race points will be determined by total points from **MSCS** scheduled race days.

## 10. ADVERTISING AND PROMOTION RELEASE

By entering any **MSCS** event, drivers, car owners, crew and agents agree to release all rights to compensation for use of their names, pictures, and pictures of their cars or equipment, for advertising or publicity before and after an event including television, photography, and video tape sales and rentals.

**MSCS** and its assigned may use any of the likenesses for an indefinite period.

**MSCS** reserves the right to assign, to approve or disapprove any advertising, sponsorship or similar agreement in connection with any **MSCS** event. All members agree to accept **MSCS** decision in this regard.

## 11. DISPLAY OF MSCS AND SPONSOR LOGOS

Drivers in **MSCS** sanctioned races must display sponsor decals provided by **MSCS** to be located on left and right sides of car. Either in front of the car number on the door or behind the number.

All official **MSCS** decals and sponsor decals must also be displayed in order to participate in any **MSCS** races or point funds. If decals are not displayed, or not displayed correctly, the first race is a verbal warning, second race you will lose ½ your pay for the evening, third race you will lose all pay and points for the evening.

## 12. GENERAL BODY REQUIREMENTS

All bodies must be styled to resemble a NASCAR stock car / truck and be made from fiberglass.

All bodies must function according to the original body manufacturer's design. No alterations are allowed to the body that may alter the original manufacturer's design. This includes any alterations to the fenders, hood, quarter panels, roof panel, or deck lid in the form of louvers or any other modification. Roof opening must be hinged in front only. Positive latches that can be opened from inside and outside body required. Roof rails no taller than 3/4 inches running the length, front to rear on the roof and rear window are permissible. These are for aesthetics only and provide no performance advantage.

Cars must be neat appearing. The chassis must be painted, or powder coated. Body interior may be left unpainted. Body damaged must be repaired in a safe, legal and presentable manner by the next scheduled race attended.

Body exterior dimensions shall be no more than 120 inches long, 47 inches in width or approved by the board. Body must remain level with chassis and cannot be offset on frame.

All components shall be in top quality condition. Bodies cannot be altered from original manufacturer. Any reinforcement of the body must be acceptable to official(s).

Fenders may not be cut or altered except for tire clearance, subject to approval by official(s). No fender flares.

At post-race tech all cars must weigh a minimum of 720 pounds (750 LBS Truck) with the driver ready to race. Maximum left side weight is 55% of total race weight. All weights will be calculated on scales approved by **MSCS**. It is the responsibility of the race car driver to see that their car meets the specified minimum weight requirements.

If weight is needed to meet minimum requirements, **MSCS** recommends the use of square steel tubing weight containment bars. Poured lead only– no buckshot or BB's. Weight must be painted white and have the car number written on it for easy identification.

Weight must be attached to the frame and cannot slide from front to back or side to side.

All weight must be located inside driver compartment. The driver compartment is defined by the area from the front foot box to the rear firewall. No weight should be in the engine compartment, or outside of driver compartment. Weight cannot be bolted to the floor pan.

For old MMI chassis, the lower outside chassis tubes on the right and left side only may be replaced with 14-gauge 2x2x37" square channel for weight containment. Weight bars must not extend beyond the existing rear horizontal chassis bar or change the balance or design intent of the car in any way. Other weight and/or fastening systems are subject to the approval of **MSCS officials**.

A non-adjustable spoiler must be attached to the rear deck lid, in the furthest rear point of the car, and follow the contour of the rear deck lid.

- A. The spoiler with a minimum width of 35 inches and a maximum of 36 inches
- B. Spoiler height: minimum height of 2.5", and a max. of 2.75"
- C. Angle settings must be a minimum of 35 degrees from the level surface.

Lexan must be a minimum thickness of .060 but may be thicker. Tinting of windshield only is permitted. Lexan may be attached by rivets or nut and bolt. Bracing is allowed on windshield or rear window.

Left side must have approved window net fastened to roll cage (may have quick release mechanism). Left side may also have an A-Pillar wing window not to exceed 6". Right hand window must have a window net. An enclosure on the right-side window is allowed (a "speedway window") if it is easily accessible and removable (no duct tape or rivets). It must meet final approval of the Tech Inspector.

A right-side window net is required, regardless of a speedway window being installed. It is recommended the driver be equipped with arm restraints however this is not required.

No vents are permitted in right side speedway window.

Wink type dimensional mirrors permitted with a maximum width of 28 inches. Mirror glass must be secured with silicone or equivalent. **2 side view mirrors (one for each side of the car) are required.** Side view mirrors cannot extend beyond the widest part of the car body. **ALL MIRRORS ARE SUBJECT TO APPROVAL BY OFFICIAL(S).**

All dashboards must be constructed of aluminum and fastened in place. All switches must be installed in dashboard on the left side of the steering wheel. Dashboard may be painted. All dashboards are subject to approval by official(s). Ignition shut-off switch must be labeled, showing on and off.

Foot box interior must be constructed of aluminum/sheet metal at least 22 gauge. Panels must be securely fastened to chassis. Panels may be added to keep debris from driver's compartment. All interior panels are subject to approval by official(s).

Enclosing front of foot box is recommended, material used must be aluminum/sheet metal not to exceed .090 thick and not to extend past vertical and horizontal bars. If the foot box is not enclosed in the manner recommended, a foot net must be used on the top of the foot box, except when a chassis cross bar is located there.

A maximum of 2 openings with a total of 16 square inches are permitted in the nose of the car. **These must be flush with the body** and covered by a layer of wire mesh attached by a one-half inch strip to hold the wire to the outer edge of the opening. All openings are subject to approval by official(s). No openings are allowed in rear body section.

**One** Engine cooling hose (right side) from the outside of the vehicle to interior of engine compartment is permitted. This hose must be mounted in the rear side window. The pickup point of the hose must not exceed the outside body lines of the car. The hose, or an extension thereof, must not extend more than 1 inch past the inside edge of the firewall or engine covering. The diameter can be no larger than 3 inches. The rear window may not be altered or drilled.

Bumpers must be hollow steel tubing and fastened to chassis. Tubing may be round or square tubing of .065 to .083 thickness, 1" by 1". All bumpers must have open ends.

Numbers must be at least twelve (12) inches high and neatly attached to both sides of the car located on the center of the door. Numbers must be located on the doors only. A number twelve (12) inches high must be attached on the roof, reading from the left side. Numbers must be made of a color with a high contrast to car body color. Chrome, reflective, or holographic are not permitted for use. Front and Rear Bumper number must be located on right side, 3" high.

ALL **MSCS** first year drivers (Rookie Driver) are required to display a yellow "Rookie Stripe" across the rear of the car. The dimensions of the stripe must be a minimum of 2 ½" X 24".

Numbers on a car must correspond with the car owner's registration card that is on file at **MSCS**.

### 13. EQUIPMENT AND GENERAL ACCESSORIES

**MSCS** requires that all cars be fitted with an aluminum full containment racing seat that fits the driver's physical characteristics.

All seats must be securely mounted between center frame rails.

No driver shall compete in any event with head or arm extended outside of a car opening. Arm restraints must be tightened so that the driver's arm cannot extend past door bar or halo on chassis. The top of the driver's helmet must be at least one (1) inch below the top edge of the roll cage. This will be measured with the driver securely buckled in the car's seat.

All drivers must wear a racing type helmet with a Snell rating of SA2015 or newer.

All drivers must wear an approved driving suit, shoes and gloves. A single layer fire suit is the minimum allowed.

Minor drivers must use head and neck restraints. A foam neck collar does not qualify as a head and neck restraint device.

**MSCS** highly recommends all drivers wear underwear, shoes, socks, neck collars and gloves made of fire-resistant material.

One or two-way radios are required for all minor drivers. Raceceiver required for all competing cars.

**MSCS** strongly recommends a built-in fire extinguishing system, being a minimum of the cold fire system type or equivalent.

All entrants must have in their pit area, a fully charged fire extinguisher.

All belts and harnesses must be of the 5-point type and meet the following minimum requirements:

- A. Have a minimum SFI rating of 16.1.



- B.** Be at least 3 inches wide for adults, 2" for kids. A 2" shoulder belt is allowed for adults when using Head & Neck restraint.
- C.** Be dated by the manufacturer and no more than 5 years old.
- D.** A quick-release seat lap belt is required.
- E.** Both ends of the lap belt must be fastened to the roll cage with grade 8 bolts not less than 3/8" in diameter.
- F.** Shoulder harness must come from behind the driver's seat. Inertia reels cannot be used.
- G.** Belts/harnesses and all other required safety equipment must be installed properly and securely worn.

**No homemade, non-approved, or "better engineered" parts allowed.**

Bolt on or replacement parts such as heim joints, clutches, wheels, etc. must conform to this rulebook but may be purchased from any source. In order to make it easier for racers to keep their cars on the track, **MSCS** will allow interchanging of parts. I.e., suspension parts from one approved manufacturer may be installed on a chassis built by another approved manufacturer. All homemade or "better engineered" parts remain illegal.

#### **14. GENERAL ENGINE REQUIREMENTS**

**MSCS** uses approved sealed engines. Beginning in the **2024** season **MSCS** will only be using spec engines built and sealed by CKT Racing Engines.

Honda GX390 and Predator 420cc # 60340 (Car & Truck)

Engine must remain in stock location. Offsetting of engine is prohibited.

Engines cannot be altered from stock factory Honda / Predator specifications unless otherwise noted in this rulebook.

All parts must be factory Honda parts designed for the GX390K1 and GX390U1 will be checked against factory Honda parts unless otherwise noted in this rulebook. All official decisions are final.

Specifications for the Honda GX390K1 engines can be found on page 2-4 of the Honda Shop Manual, part number 61ZH910.

#### **15. FUEL & FUEL CELL**

Pump gas ranging from 87-93 octane only. No additives are allowed. Leaded, and racing fuel aren't allowed. A baseline reading will be determined for tech.

The use of fuel cell, capacity 1 ½ gallons or less, as supplied from factory is mandatory. Trucks may use an approved 3-gallon fuel cell at their discretion.

The **MSCS** approved fuel cell location shall remain unaltered from stock, which is behind the engine, centered on the chassis.

### **16. FUEL LINES AND FUEL PUMP**

Electric fuel pumps are not permitted.

All fuel lines must be secured by clamps or safety wire.

All lines must run direct from fuel pump to carburetor. No looping or excessive fuel line

Routing is allowed.

### **17. CARBURETOR / GASOLINE FILTER**

Spec MSCS Carb Part # 16100-Z1C-24mm-GAS

Honda carburetor needle and seat must remain stock.

Carburetor must not exceed a bore of .930

TILLOTSON CARBURETOR

Not approved for use at this time by MSCS

Gasoline filters may be used.

The location and size of the filter must be acceptable to official(s)

IF CARBURETOR IS DEEMED ILLEGAL BY OFFICIAL: THE CARBURETOR WILL BE CONFISCATED AND NOT RETURNED.

### **18. AIR FILTER AND ADAPTER**

All engines are required to have an air filter and carburetor adapter.

Air filter cannot act as a ram air device.

### **19. BATTERY**

Battery must be in stock location.

### **20. CLUTCH**

Only a dry centrifugal clutch is allowed. No transmissions, belt driven torque converters, oil bath clutches or axle clutches.

## **21. CHAIN / GEAR SPROCKETS**

Only # 35 chain allowed. Only sprocket gears 53-80 tooth. Chain guards permitted and must be acceptable to **MSCS** official(s). No automatic or manual chain oiling systems permitted. **MSCS reserves the right to mandate gear size and ratio at any and/or all events.**

## **22. BRAKE COMPONENTS**

Only hydraulic disc brakes with steel rotors are permitted.

All cars must have brake on rear axle, with minimum 10" rotor. May not be altered from stock. No 6" rotors on rear brakes. No alternate materials may be used.

All brake cooling component parts and installation must be acceptable to the official(s).

Front brakes are required.

## **23. REAR AXLE**

The rear axle must meet the following requirements:

Axle must be mounted solid to suspended chassis.

Only 1.25" steel or chromoly hollow axles permitted. Maximum axle length is 40". No alternate materials allowed.

Both rear hubs must be keyed securely to axle. No floating hubs allowed.

Snap rings must be in place.

Axle key stock must be secured in an additional fashion (tie wrap, tape, etc.) on all cars.

Self-oiling carrier bearings are prohibited.

## **24. WHEELS**

All wheels must meet the following requirements:

All Old 6 lug wheels 8" diameter aluminum with a 6.5" rim width is illegal.

Four (4) lug wheel with dimensions 8" X 6" are legal.

Wheels may be painted or polished.

## 25. TIRES

**MSCS** requires Hoosier MC780 or American Racer M32 compound. The approved tire size 15.0/7.0-8. (4 Hoosiers or 4 American Racers – No mixing tire brands)

**MSCS** officials may conduct durometer reading to verify compound at any time.

No liquid or other tire softeners are allowed.

Nitrogen is allowed for use in tires.

## 26. TIRE TRACK

All cars must maintain a tread width (front and rear) between 43 and 46 inches measured at the widest point (sidewall) of the tire set at zero toe-in. Aluminum spacers are permitted to utilize maximum front tread width.

All tires and wheels must be enclosed by the body.

## 27. WHEELBASE REQUIREMENTS

The maximum allowable wheelbase for either side of the car is **60.5** inches. The minimum allowable wheelbase for either side of the car is **59.5** inches. Measurement is taken at 0 toe.

## 28. CHASSIS

All cars running in **MSCS** Sanctioned Events must be produced by "The following Manufacturers" (MMI, Bullet, Heddins Motorsports, Avenger, MKS, AAJ CHASSIS, or NC).

**No homemade chassis allowed.**

All chassis must be painted, or powder coated.

The following modifications are recommended for old MMI chassis:

- A)** A stub can be welded to the front corner of the chassis on the lower frame rail to accommodate the insertion of the optional bumper bracket. The bumper, or body where the bumper mounts, may be reinforced in other ways if the intent is not to add ballast or support in such a way that would create unfair advantage for the driver.
- B)** A vertical bar may be welded at the juncture of the A-pillar and the front of the hoop and run directly down to the top two side/door protection bars.
- C)** Both bars A or B may be added using only mild steel 1.125 in diameter and .065 in thickness. These bars must be mig welded.
- D)** Front upper frame rail cross bar located 16 inches (center-to-center) below the upper shock tower cross bar. Must be parallel to shock tower cross bar. Will also serve as mount for foot net.
- E)** Additional bars for SAFETY ONLY may be added to chassis subject to approval by **MSCS**/ Director of Competition.

Damage to the frame may be repaired by a MSCS approved welder however, any repairs must be visually inspected by **MSCS official**. Any frame that shows poor workmanship from damage repair will not be approved to race until necessary corrections have been made.

No filled or solid tubing allowed.

## 29. SUSPENSION

**Four shocks – choice. Aluminum or steel body that do not exceed \$250.00/each**

- Two (2) front springs with a rating of min. 300# to max. 460#, any brand allowed
- Two (2) rear springs with a rating of min. 125# to max. 175#, any brand allowed

The use of 1 spring rubber is allowed per spring. If you use a spring rubber the spring can't exceed the max spring rating with the rubber installed. (i.e., If you use a 175# or 460# a spring rubber can't be used)

Springs and shocks can't be altered and must meet original factory specifications. Shocks/springs must be used in designated areas with no combinations other than specified above.

A-arms, pan hard bar, and other suspension related components must be original manufactured products produced by "The Manufacturers". No homemade parts.

Front shock spacing may not exceed one (1) inch width.

All suspension and steering components are tunable without any component modifications. Shortening of upper control arms to allow for installation of turn buckles is permitted.

No mixing and matching of different brands, or styles of shocks. All 4 must be the same.

### **30. SPINDLES**

All spindles must be manufactured by MSCS approved manufacturers.

King pin angles, spindle diameters, spindle arm length and angle, and the location of the outer ball joint mounting hole must remain as originally manufactured.

All cars may run ARC hubs. Avengers delivered with  $\frac{3}{4}$ " spindles may continue to use them.

### **31. STEERING**

All cars must be equipped with a steering column constructed of 0.750 x .065 steel tubing.

A quick release steel coupling acceptable to the official(s) on the steering wheel is mandatory.

Only rack and pinion steering is permitted.

All steering linkage must be properly secured. A single u-joint may be installed on the steering shaft assembly. The U-joint is Afco part number 30309.

The steering shaft and mounting block must be padded to protect driver's legs and lower body.

### **32. BODY HEIGHT REQUIREMENTS AND GROUND CLEARANCE REQUIREMENTS**

All cars must maintain a minimum roof height of no less than 30.5 inches. Not including roof rails. Car height off the ground and body height, including rake or degrees of body angle, shall be determined by measuring overall height of car at rear of the hatch on the roof center line.

Frame rail and body clearance will be at least 1  $\frac{3}{4}$  inches. Front air dam clearance will be 1  $\frac{3}{4}$  inches. No part of the engine or suspension can be lower than frame clearance. Ride height of the car will be checked with the driver in car as raced.

No mechanical or electrical devices for shifting weight or adjusting weight or ride height will be permitted.

Body may not be off set on chassis.

When measuring ride height, obvious body or bumper damage incurred as a result of an on-track incident in the race for which tech is being performed should be taken into consideration. The tech official will determine whether body or bumper damage incurred during that race has caused the vehicle to fail ride height inspection.

If a car is submitted for tech with a completely flat tire (0 lbs. pressure) which was caused by racing or an on-track incident, and the tech official determines this to be the case, the competitor will be allowed to add a maximum of 18 lbs. of air to the tire or replace the wheel and tire with another (18 lbs. pressure max.) for the purposes of tech.

### **33. POST RACE TECH AND SCALES**

The top (5) in the feature race must stay in their car and go directly to the scales or tech area immediately following the feature race. Do not get out of your car. Track conditions may change this rule.

Trunk and hood must remain closed until such time as a tech official open one or the other. The driver and car must remain in tech until given permission to leave by the official in charge. Drivers failing to follow this procedure may be subject to disqualification, loss of points, prize money, starting position for next race, or other penalties as determined by Series Officials. No part of the car may leave the tech area until inspection is complete.

Only the driver, and 1 crew member are allowed in post-tech. Any additional crew members/family in the post-tech area will be asked to leave. Non-compliance to this rule will lead to a deduction of points, or a disqualification.

Parts found at any inspection to be non-compliant will be confiscated by MSCS and destroyed.

### **34. CONDUCT AND BEHAVIOR**

MSCS is a family-oriented organization. MSCS racing is designed to be fun and enjoyable for all. Any conduct by any member or crewman deemed to be harmful to the association or the sport will not be tolerated, and the offender will be subject to suspension or possibly expulsion from MSCS with a unanimous vote by the MSCS board.

The driver is responsible for the actions and words of his owner and pit crew in all respects. The driver shall be the sole spokesperson for his / her car owner and pit crew in any and all matters and must talk with the MSCS regarding their conduct and behavior.

There will be NO harassment of officials, safety crews, ambulance crews, or spectators. All MSCS members and their crew are expected to conduct themselves as professionals and reflect it in all actions, words, and appearance.

No crew members are permitted on the racetrack at any time except if requested to be there by an official.

Anyone causing a disturbance at the starter's stand will be suspended. No communication between a team member and a track official is allowed during an event. Contact with any track officials is limited to the MSCS President, or his designee.

All personal property brought to the speedway by a team must be removed with them when they leave. Examples: tires, race car parts, used oil, etc.

### 35. Protest Guidelines

Protestor must have finished on lead lap of feature or heat race.

Protest must be in writing, signed and turned in to the MSCS tech official no later than fifteen minutes after completion of feature or heat. Complainant must include what rule or component is under protest.

Fee is \$250.00 for protest.

Every component from bumper to bumper may be protested.

The protest fee will go to the ENGINE TECH official or MSCS official. Sealed engines can be protested. Sealed engines may not be honored for tech purposes in all regions. Contact local directors before participating. No engine parts or components can be removed from the tech area until tech has been completed.

Any protested engine will be confiscated after the event and taken to CKT Racing Engines on the following Tuesday.

Engine Dyno, and tear down will be limited to the following people only:

- A) CKT Racing Engine official(s)
- B) One member from car in question
- C) One MSCS representative.
- D) One member of the team that filed the protest complaint.

No protest on non-performance items.

Any driver/car owner who refuses protest is assumed illegal.



A. FIRST OFFENSE: if the offense is related to safety or performance and is deemed to be a blatant attempt to circumvent the rules, all points and money earned for that event will be forfeited. Plus, the possible loss of all MSCS points earned up to that point in the season. Warnings are appropriate with non-performance and non-safety issues.

B. SECOND OFFENSE: disqualification and loss of any / all MSCS points and money earned for that event. Plus, possible suspension for the remainder of the season, loss of all points, point fund earnings, and contingency awards for the season.

**Engine or Carburetor Infraction Penalties. Drivers cannot return to active status until all fines and penalties are paid in full. Engine or Carburetor will be confiscated as well as the following penalties.**

**A. FIRST OFFENSE: Disqualified for the day with loss of points and pay for the event.**

**B. SECOND OFFENSE: Disqualified and a 5-race suspension. Driver will also forfeit any end of year payout. \$100.00 fine.**

**C. THIRD OFFENSE: Disqualified and a 10-race suspension. \$250.00 fine.**

D. FOURTH OFFENSE: MSCS membership is revoked, and drivers will be banned from any future MSCS events.

### **36. LOCAL TRACKS OVERRIDE**

Local track rules OVERRIDE all other rules. However, where the MSCS rules are more restrictive than local track rules, drivers must comply with the MSCS rules.

All MSCS Super Cup teams will be required to pit in the same designated area.

Permission from local track personnel or other series officials regarding where to park shall not be considered as approval to pit outside of the MSCS Super Cup designated area.

The decision as to the size, shape, layout, parking order or any other factors affecting the MSCS Super Cup pit area is final and not subject to protest or appeal.

**All rules are subject to change without notice.**

### **Race Incident Penalties**

All points will be deducted from your overall nightly total. You will have an opportunity to state your case before a final decision is rendered. **A final decision will be made by the following Wednesday of the race in question, if possible.**

**1. Spinning your car out (no contact with others)**

Will start in the back of field in the following race.  
(Spin in heat = back of feature)

Spinning/evasive action to avoid contact or mechanical issues will not constitute a spin rule enforcement.

**2. Not holding lane in traffic/intentional blocking**

- 5 points first offense
- 10 points second offense
- 15 points third offense

**3. Reckless/Careless driving**

- 5 points each offense

**4. Unintentional Spinning car out (contact with other cars)**

Move to rear of field like #1 above.

First Offense = verbal warning, and go to the back of the field for the restart

Second Offense = verbal warning, go to the back of the field for the restart, and a 3-point penalty will be assessed

Third Offense = verbal warning, go to the back of the field for the restart, and a 5-point penalty will be assessed

**5. Intentional spinning of another car**

First offense = -10 points

Second offense = -20 points and back of the field both races following week

- a. Third offense = -30 points and next scheduled race day off, no payout the night of offense (review from MSCS board on racing status)

## **6. Intentional bumping (malicious or aggressive driving)**

First offense = Verbal Warning & -5 point

Second offense = -10 points and move to the back of same race on next scheduled event

Third offense = -20 points and move to back both races at next scheduled event and no payout for that night.

## **7. Driver/Crew altercations**

First offense = -10 points and \$375.00 fine

Second offense = -25 points and \$500.00 fine

Third offense = no points for the night, \$750.00 fine and (review from MSCS board on racing status)

## **Performance Tech Issues**

- Body and Chassis rule violations upon completion of on track session.

- a. First Offense: -Verbal warning
- b. Second Offense: -3 points
- c. Third Offense: -5 points

- Ride height rule violations below 1 3/4" upon completion of on track session.

- a. First Offense: -Verbal warning
- b. Second Offense: -3 points
- c. Third Offense: -5 points

- Minimum weight violations (720 lbs.) upon completion of on track session.
  - No warnings regarding weight
  - 3-point deduction per pound under weight
  
- Exceeding maximum left side weight (55%) upon completion of on track session.
  - a. First Offense: -Verbal warning
  - b. Second Offense: -3 points
  - c. Third Offense: -5 points
  
- Performance issues upon completion of on track session. (external components- including but not limited to exhaust, rocker arms, valve springs, etc.)
  - a. First offense: - 5 points
  - b. Second offense: - 10 points and no payout
  - c. Third offense: -20 points, no payout and next scheduled race day off.
  
- Non-performance/safety issues upon completion of on track session. (seat belts, gloves, foot net, etc.)
  - a. First offense: verbal warning
  - b. Second offense: -5 points
  - c. Third offense: -10 points and next scheduled race day off.