



2021 Rule Book

www.MidwestSuperCupSeries.com

Midwest Super Cup Series 2021 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 race track 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 Raceiver “receive only” radios to allow direct communications between track race director and every car in the event. Drivers must also use a two way radio to communicate with spotters, pit crew, etc. and a simple patch cable available will allow a driver to use both the Raceceiver and a traditional radio at the same time.

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 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 recommended to go through pre-tech before racing. 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 $\frac{3}{4}$ " Gauge must flow freely under the race car.
2. Weight 715 LBS for all cars (Truck weight is minimum 770 LBS) Maximum left side weight is 55% of total weight.
3. Engine compartment exam- exhaust pipe 22" minimum (28" Maximum). 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 & shocks
6. Wheel Base - 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 2010 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. Drivers window – Net only

Payouts -

Standard Weekly Payouts –

Standard weekly race payouts will be \$50 to the top ten eligible drivers and from 11th spot back would be \$25 on race nights that participating tracks give a payout to **MSCS**.

1. 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 points standings and Payout –

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 60% of the races.

1. GENERAL RULES

The **MSCS** rules shall apply to each and 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** / Director of Competition will be the same as the **MSCS** Technical (Tech) director / inspector. If the official Tech Inspector is unavailable for a race event, 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 any and 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.

Physical violence will never be tolerated. Any driver, who physically attacks anyone, at any time, will be fined \$500 and will be automatically suspended for the rest of the racing season. If the violence involved a weapon, the driver 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 must be taken to MSCS officials only. No driver or crew member should ever go to a local racetrack officials with questions, concerns, or complaints.

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.

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, releases, bios, and birth certificates (for minors) are due by February 1st.

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. If the applicant is less than 18 years old, all parents and/or guardians must also join **MSCS** as no cost associate members. 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 of time if the member has violated or attempted to violate **MSCS** rules.

MSCS has 1 type of required membership:

MEMBERSHIP (Includes car and one driver) \$ 125.00 (Payable to Eric Heddins)

A. \$75 per race for non-**MSCS** registered adult drivers. \$95.00 for kids under 18 years old. These one-time registrations (whether repeated throughout the season) are not eligible for single event or **MSCS** season points and the end of year points fund. These fees must be paid prior to the start of an event.

b. Crew members are free.

It is the driver's responsibility to turn in all necessary paper work to a **MSCS** official

All drivers & Car Owners (minor driver) are required to join **MSCS**.

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 any and 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 race-car, 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 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 exceeding this limit can 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 race track 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 suit, all safety suit accessories such as gloves, shoes, etc. and helmet on the racetrack at all times 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. One parent or guardian for the Jr. Division 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 (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 five 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 or carburetor body may be changed after a car has posted a qualification times or competed in a qualifying 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 make a determination 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 race track. 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.** If a driver drops out at the grid, cars will move up one position. If a driver drops out 10 minutes before race time, the drivers will move up one spot.

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 in half 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.

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. **The feature winner from the previous week will go to the rear of the invert of their next 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 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 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 all single file, 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 date. (Spin in heat = Start at the rear of heat, spin in the feature = Start at the rear of the feature)

During the course of 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 in regards to 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.

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 the majority 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.

In all races under 30 laps, **MSCS** recommends not scoring yellow laps.

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 are 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.

Grundy County Speedway points system will be utilized for the MSCS Series

Only the starting drivers will be awarded points. No points will be awarded to the car or its owner. Drivers ONLY.

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.

If a driver is disqualified or cannot make the feature event the remaining field (position & points) shall move up accordingly. If time permits, cars may be moved forward by numbered starting positions. If time does not permit, cars may be moved forward by row.

Drivers will receive last place points in the feature race if their vehicle is able to complete at least one lap during the race events of that date to include practice, qualifying, heats, and dashes.

If the race track cancels the race for any reason, before opening pit gates no points will be awarded to any driver. **If the race is canceled after the pits are open 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 feature points from **MSCS** scheduled race days.

10. ADVERTISING AND PROMOTION RELEASE

By entering into 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 aforementioned likenesses for an indefinite period of time.

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 agree to display sponsor decals provided by **MSCS** to be located on left and right sides of car.

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. 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 of the roof and rear window are permissible. These are for aesthetics only and provide no performance advantage.

Cars must be neat appearing. 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 715 pounds (770 LBS Truck) with 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. **MSCS** suggests poured lead – no buckshot or BB's. Weight should be painted white and have the car number written on it for easy identification.

Weight must be attached to frame with grade 8 hardware, 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 located in the engine compartment.

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 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. 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 speedway window must have approved window net fastened to roll cage (may have quick release mechanism). Right hand window may have a window net, but it is not required. No enclosures of any kind will be allowed in left side window, besides an approved window net, however, an enclosure on the right side window is allowed (a "speedway window") if it is easily accessible and removable and attached securely (no duct tape). It must meet final approval of the Tech Inspector.

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 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 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 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.

Engine cooling hose 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 white and 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 1/2" 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 racing seat that fits the driver's physical characteristics.

All seats must be securely mounted in the center line of the vehicle. The seat center line must match that of the vehicle. The seat cannot be off set.

No driver shall compete in any event with head or arm extended outside of a car opening. 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 SA2010 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 and a Raceceiver are required for all 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, at all times, as part of their equipment, 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.
- 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 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 recommends the use of approved sealed engines. **CSR, ASCS, GLS, MSCS** or **MMRA**. Approved sealed engines are not required but will save you time and money by reducing tear downs at events. **MSCS** approved sealed engines have numbered seals with **MSCS** engraved on them.

Honda GX390 K1 or U1 engines (Car & Truck) and Predator 420cc # 60340 (Car & Truck) will be used in **MSCS** Mini Cup competition. Serial numbers cannot be removed from engine block.

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

15. FUEL CELL

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.

17. CARBURETOR / GASOLINE FILTER

HONDA CARBURETOR

Choke may be removed from carburetor. Shaft holes must be plugged.
Any stock Honda jet may be used. Jet may be drilled.

When using the Honda carburetor needle and seat must remain stock Honda GX390K1.

Must pass .930 go/no go bore gauge

The Honda carburetor is the only carburetor approved by MSCS.

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)

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 located 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 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 are 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 45 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, Avenger, MKS 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 as long as 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 \$210.00/each

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

The use of spring rubbers is allowed

Bump Stops are prohibited

Springs and shocks cannot 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 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 ¾” 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 3/4 inches. Front air dam clearance will be 1 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

A minimum of the top (3) three in each qualifying event and the top (3) three, along with (3) three random cars, in their feature race must stay in their car and go directly to the

scales or tech area immediately following the heat or feature. 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 opens 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.

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 race track 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 \$200.00 for protest.

Every component from bumper to bumper may be protested.

The protest fee will go to the ENGINE TECH 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.

Engine Dyno, and tear down options are explained in the MSCS Tech Book "MSCS Super Cup Motor Inspection."

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

- A) One authorized mechanic
- B) One member from car in question
- C) One MSCS representative or track official.
- D) MSCS club members only.

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.

A. FIRST OFFENSE: Disqualified for the day with loss of points and pay for the event. \$100.00 fine.

B. SECOND OFFENSE: Disqualified and a 5 race suspension. Driver will also forfeit any end of year payout. \$250.00 fine.

C. THIRD OFFENSE: Disqualified and a 10 race suspension. \$500 fine.

D. FOURTH OFFENSE: MSCS membership is revoked and driver 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 to be 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.

Any and 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 back of field in same race you were in the following week.

(Spin in heat = back of heat, spin in feature = 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 & -5 point

Second offense = -10 points

Third offense = -20 points

5. Intentional spinning of another car

First offense = -10 points

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

Third offense = -30 points and must miss next scheduled race, 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 = -20 points and \$150.00 fine

Second offense = -30 points and \$300.00 fine

Third offense = no points for the night, \$600.00 fine and (review from MSCS board on racing status)

