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2011 Rule Book

***THE FOLLOWING ENGINE AND CAR CONSTRUCTION SPECIFICATIONS
WILL BE IN EFFECT THROUGH THE 2012 RACING SEASON***



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SPIRIT OF THE RULE

Although every effort has been directed towards complete, understandable, and correct rules, MSA cannot possibly anticipate every situation, circumstance, or interpretation.

With this in mind, we must refer to the Spirit of the Rule. Spirit of the Rule means very simply, the intent of every rule and classification. Additional adjustments, alterations, modifications. and/or replacements not covered by written rules should not be assumed to be legal under the Spirit of the Rule.

Spirit of the Rule will be the final criteria by which rules will be interpreted and enforced

RULE BOOK DISCLAIMER

The rules / 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 EXPRESSED 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 Competition Director shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his/ her opinion do not alter the minimum acceptable requirements. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of MSA officials. **THEIR DECISION IS FINAL.**

MSA MEMBERSHIP

A driver must be a MSA member, and all fees must be paid in full prior to the driver's meeting in order to receive MSA membership benefits.

ENGINE SPECIFICATIONS

1. BLOCK

- A. Any 350 c.i. stock iron block that was available in a GM passenger car or truck.
- B. Any 351 w c.i. stock iron block that was available in a Ford passenger car or truck.
- C. High performance cast iron blocks including but not limited to those manufactured by G.M., Ford or Dart will be permitted. If these high performance blocks are used no weight reduction machining on the block is allowed.
- D. Maximum cubic inch not to exceed 360.

2. CRANKSHAFT

- A. 350 c.i. O.E.M. or O.E.M. replacement (Stock specifications) 3.48" stroke - iron or steel for GM engines.
- B. 351 w c.i. O.E.M. or O.E.M. replacement (Stock specifications) 3.50" stroke- iron or steel for Ford engines.
- C. No knife edge.
- D. No weight reduction except as required for proper balancing.
- E. No offset grinding for stroke alteration.
- F. No light weight cranks
- G. No undercut counter weights (except rear counter weight can be cut to fit coupler)
- H. No drilled centers on main bearing journals. . No billet steel
- I. Oil pan inspection plug is required. Either a 1-in. pipe thread fitting or a # 10 AN fitting. Plug must be located so crankshaft and rods are visible with a bore scope and can not be obstructed by a windage tray. Plug must be accessible with engine in car. Removing pan may be required if further inspection is necessary. (We recommend that the inspection plug be located on the left side, centered with the # 2 connecting rod).

1. RODS

- A. Any 5.7 long for GM products.
- B. Any 5.956 long for Ford products.
- C. No titanium/No aluminum. . No titanium bolts or nuts.

2. PISTONS

- A. Any 12 to 1 compression max for all makes. A .3 tolerance is allowed.
- B. No titanium.
- C. +.060 Diameter bore enlargement for wear repair as required.

3. CAMSHAFT

- A. Solid lifter only.
- B. .555 max lift at valves.
- C. Only lifters of engine make can be used.
- D. No roller cams.
- E. Steel push rods only.
- F. Roller rockers are allowed
- G. Timing chain, belt or gear driven permitted.

4. CYLINDER HEADS

- A. World Products Sportsman II angle plug and World Products 351 w cylinder head.
- B. 64 cc, 2.02/1.60 valves No. 1115 (Chevy) and No. 5304 (Ford).
- C. Stock as manufactured - No porting or polishing allowed
- D. No combustion chamber modification.
- E. No angle milling. Standard cylinder head reconditioning procedures are allowed including head resurfacing to correct warping ,valve guide reconditioning, and vale seat reconditioning. All repair work done on valve seats must not extend more than ¼ inch away from the valve seat.
- F. Titanium valve retainers are allowed.

5. INTAKE

- A.** 2-3/16" diameter - 8 port fuel injection, i.e. Hilborn, Crower, Kinsler.
- B.** Large diameter injectors are acceptable when used in conjunction with 2-3/16" diameter reducers. (2- 3/16" diameter section must be at least 3" long).
- C.** No relief hole may be drilled above the butterfly on any injector. No alteration of injector manifold mounting holes will be allowed.
- D.** No down nozzle injector.
- E.** No timed fuel injectors or Electronic fuel injection will be allowed.
- F.** Only one injector nozzle and one injector line per cylinder and must be in the injector casing. Injection unit shall have one shaft operated butterfly per cylinder. The immediate area of the butterfly must be round.
- G.** No slide or barrel type injectors will be allowed.
- H.** Applies to all manufacturers (Ford, GM).

6. EXHAUST

HEADERS:

- A.** HEADER TUBE 1 3/4" outside diameter maximum.
- B.** All cars must comply with track's decibel rule.
- C.** The following exhaust headers are required: Schoenfeld 1054L, 1054L-3, 1014L, 1024L-3 or DynaTech, Ford or Mopar equivalent to these numbers. No step headers
- D.** One collector per side.
- E.** No merge collector.
- F.** No TRY Y header
- G.** No slip on collectors
- H.** No modification to header except to make room for mufflers.
- I.** At Tech Inspectors discretion, muffler or collector may be cut off to look for modifications.
- J.** No heat coating.

MUFFLERS:

- A.** Muffler mandatory. Schoenfeld 112535 or 11253 recommended. Muffler requirements may vary depending on the noise ordinances of each track.
- B.** Mufflers must be welded on or through bolted.
- C.** If a car loses a muffler, it will be black flagged.
- D.** MSA may require a specific muffler.
- E.** Muffler requirements may vary depending on the noise ordinances of each track In cases where tracks specify a required minimum decibel number, MSA cannot be held responsible in such cases where a city disqualifies a car for excessive noise.

7. IGNITION

- A.** Vertex original style magneto only.
- B.** No external coils will be allowed.
- C.** No electronic traction control devices.

8. FUEL

- A.** Methanol only. No performance-enhancing additives allowed. Upper lube additive only. No gas.
- B.** Fuel Bladders are mandatory.
- C.** A manual fuel shut-off valve within reach of the driver is mandatory.
- D.** A shut-off valve on the main fuel line at or near tail tank is strongly recommended. Automatic valve is not permitted.

9. GENERAL

- A.** Wet sump only, pump must be in pan
- B.** No titanium parts other than valve spring retainers
- C.** No flammable liquids or anti-freeze allowed in cooling systems.

Car Construction Guide - Chassis Specifications

1. FRAME

- A. 1 1/2" diameter x .095 wall cage, 4130 chromemoly minimum T.I.G. welded.
- B. 84" wheelbase minimum.
- C. A fully enclosed fire wall must separate driver from engine compartment, belly pans in driver compartment mandatory.
- D. Safety side bars (cockpit protection) are required on right and left side of car. Retro-fitted cars must meet industry standard quality. Bars must be welded in not bolted.

2. WING

- A. Top wing is mandatory. 25 square foot cage mount maximum.
- B. Only one driver actuated wing slider permitted, horizontal-acting only.
- C. Industry standard only.
- D. Wicker bill maximum height is 3".
- E. 2' x 3' nose wing (optional). The nose wing shall be mounted such that the leading edge is less than 21 in. from the front axle (at start of race).
- F. No vent holes, dimples, ridges, etc. are allowed anywhere on Top or Nose wings. No split or bi-wings allowed.
- G. Carbon fiber nose caps are allowed on Top and Nose wings

3. WHEELS

- A. Front 8" wide maximum, beadlock optional.
- B. Left rear 15" wide maximum, beadlock optional,
- C. Right rear 18" wide maximum, outer beadlock required,
- D. Back-spacing for rear wheels- 4", minimum, 6" maximum. Back-spacing is defined as the distance between the mounting surface for the hub (to the inner wheel) and innermost wheel flange lip.
- E. Valve stem only - no pressure regulators or bleeders.
- F. Any hub style.

4. RACING TIRES

A. American Racer manufactured tires required.

1. Left rear

28.0x15.0 SD30 28.5x15.0 SD30

29.0x15.0 SD30 30.0x15.0 SD30

30.5x15.0 SD30

2. Right rear

34.0x17.0-15" GT MC2

B. No softening agent

C. No altering or defacing of manufacturer's markings allowed

D. Tires must have PDT identification mark.

E. Driver is responsible for tires being legal. In the event a tire does not have the identification branding, the following penalty will be assessed: Loss of 10 championship points and a \$100 fine .
The fine is to be paid before the next event following the infraction that the driver/owner enters. Payment of the fine is to be paid to either MSA, PDTR, or EWSC, depending on which event the infraction occurred at.

F. An illegal tire will be considered a major violation.

5. GENERAL

A. No titanium except valve spring retainers.

B. No aluminum rod ends on steering components only.

C. Driver seat must be bolted in place; no Dzus buttons.

D. Rock screens are required in front of driver with no larger than 2"x2" (industry standard). Minimum wire diameter of screen to be 3/16".

E. Window nets on the right side are mandatory, and highly recommended for the left side. If a full containment seat is used , the window net is not required. Approval of the design and construction of the seat will be at the discretion of MSA officials.

F. No bolt on weights. No filling of nerf bars or bumpers.

G. No Traction Control devices of any kind allowed.

- I.** No driver activated weight or shock controlling devices
- J.** No Mirrors, Radios, or Electronic Communication Equipment of any kind allowed.(except for RaceCeiver radios),
- K.** No on- board computers, or any computer adjustable devices allowed.

Miscellaneous

1. BRAKES

- A.** All cars must be equipped with a minimum of two brakes, one front and one inboard rear.
- B.** No carbon fiber or titanium rotors.

2. DRIVE LINE

Drive lines must be completely enclosed. Also, a torque tube hoop is mandatory; hoop shall be steel only. Carbon fiber torque tubes are illegal. A U-Joint blanket/guard is highly recommended.

3. DRIVER APPAREL, SAFETY EQUIPMENT

- A.** Flame retardant driver suit (3 layer recommended), gloves, and shoes are mandatory.
- B.** Nomex underwear, head sock, shirt, and socks are strongly recommended.
- C.** Helmets: full face Snell SA2005 approved or better required.
- D.** Arm restraints and 5-point hitch with 3" belts are required , no more than 2 years old.
- E.** Fire retardant neck brace and/or head and neck restraint system is mandatory.
- F.** All driver's safety equipment shall be no more than two years old. Driver's suit no more than 5 years old. Driver's suit, gloves, and shoes must be free of rip, tears, fraying and holes. Equipment must be SFI rated subject to the discretion of tech or safety personnel.
- G.** MSA will use RaceCeiver Radios at all events and Drivers are expected to use them any time they are on the racetrack. RaceCeiver radios are for communications between Officials and Drivers only.

4. CAR NUMBER DESIGNATIONS

- A.** Cars must have a unique one, two, or three digit numeric-alpha designation, current cars as of March 2001 are exempt. Car numbers are to be registered with the MSA
- B.** Car number is to be displayed on the front surface of the top wing, to the left. Minimum 4" lettering, contrasting and readable by pit officials in the push-off area.
- C.** An inactive car number cannot be taken out by someone else for one year, unless released by previous car owner. Paid membership will keep a number reserved.

5. BODY APPEARANCE

- A.** All panels shall be sprint car appearing.
- B.** No carbon fiber body parts except wing caps.

TRACK PROCEDURES AND GUIDELINES

1. DRIVER IS RESPONSIBLE

- A.** Driver is responsible for anyone signing in under his/ her car.
- B.** Driver is responsible that car is legal (complies with all MSA specifications).
- C.** Driver must be a MSA member to receive membership benefits.

2. DRIVERS MEETING

- A.** Mandatory attendance for Driver or Car Representative.

3. TRACK PACKING

- A.** All cars must assist in track packing (unless track officials designate otherwise).
- B.** Failure to pack track will result in driver starting at the rear of all races.

4. TIME TRIALS AND QUALIFYING

- A.** Cars that miss their assigned spot in the qualifying order will be penalized, receiving one lap at the end of the qualifying order
- B.** Cars that push-off for a qualifying attempt but do not take the green will also be penalized and will get one lap at the end
- C.** If a car spins or stops on either the green or white lap, they lose that lap.

5. Line-ups - When Qualifying

A. Qualifying order- will be determined by pill draw.

B. Heat race line-ups and transferring to the A-Main:

- 1.** 27 cars or less – 3 heat races, 18th fastest qualifier starts on the pole of 1st heat, 17th on the pole of the 2nd heat ... and so on. Fastest qualifier starts 3rd row outside of the 3rd heat. Top 5 in each heat (15 total) transfer to the A-Main..
- 2.** 28 to 48 cars - 4 heat races, 24th fastest qualifier starts on the pole of the 1st heat, 23rd On the pole of the 2nd heat ...and so on. Fastest qualifier starts 3rd row outside of 4th heat. Top 4 in each heat (16 total) transfer to the A-Main
- 3.** 49 cars or more - 40 fastest qualifiers will make up 4 heat races, same line-up as above. Remaining cars will run a consolation race with the fastest qualifier of those cars starting on the pole. Top 4 transfer to the back of the B-Mains, 1st and 3rd to B-Main #1 and 2nd and 4th to B-Main #2.

C. B-Main Line-ups

- 1.** Single B-Main when there are 34 cars or less. Line-up will be straight-up by finishing positions in the heat races of cars not transferring to the A-Main. Pole car is from heat #1, front row outside from heat #2 ... and so on. Top 2 finishers get their qualifying times back for A-Main line-up.
- 2.** Two B-Mains when there are 35 cars or more. B-Main #1 line-up will be straight-up by finishing positions of cars not transferring to the A-Main from heats #1 and #2. Pole car is from heat #1, outside front row from heat #2 ... and so on.

B-Main #2 is likewise according to the finish of heats #3 and #4. Winners of each B-Main get their qualifying time back for the A-Main line-up.

D. A-Main Line-up

1. A-Main line-up will consist of 22 cars, unless changed by race officials at the beginning of the event.
2. Top finishers from the heat races and the top 2 from the B-Main (two B-Mains; the winner of each B-Main) will be lined –up by qualifying order, with the top 8, 10, or 12 fastest qualifiers being inverted. Race officials will determine the invert prior to the event.
3. The remaining transfer cars from the B-Main(s) will line-up at the back of the A-Main straight-up according to their finish position in the B-Main. If two B-Mains, the remaining transfer cars from B-Main #1 will make-up the inside row and the remaining transfer cars from B-Main #2 will make-up the outside row.

E. Line-ups when not Qualifying (passing points will be used)

1. Heat race line-ups determined by pill draw, with #1 on the pole of heat #1, #2 on the pole of heat #2 ... and so on.
2. Number of heat races:
 - Two heats when 20 cars or less
 - Three heats when 21-27 cars
 - Four heats when 28-40 cars
 - Five heats when 41 or more cars

3. PASSING POINTS

- A. Heat race winners receive 55 points, 52 points are awarded for 2nd, 49 for 3 rd, and so on .
- B. In addition, competitors are awarded 1.5 points for each spot they move forward from their assigned starting spot. The assigned starting spot is where they were on the original green flag start.

So if someone starts 8th in their heat and finishes 2nd they earn 61 points -52 for finishing 2nd plus 9 for moving up six spots .

4. The top 16 drivers in total points from the combined heats transfer to the A- Main. The top 12 will make up the front 6 rows. High point earner starts with an invert of 8, 10 or 12 in the A-Main. Cars 13, 14, 15 and 16 will start in the 7th & 8th rows of the feature straight up according to points earned. The invert is determined by a draw. Tie point totals are decided by which driver received those points first (someone in heat 2 would be ahead of someone in heat 5)

F. Alternates and Scratches

1. If a car that is qualified for the A-Main drops out before the field has lined-up, The alternate may join the race and start on the last row. When the pole car gets the One-lap-to-go-signal no new cars will be added to the line-up even if a lap has not been completed.
2. The 1st alternate will be the 1st non-transfer car from the B-Main the next alternate will be the 2nd non-transfer car. If two B-Mains, the 1st alternate will be the 1st non-transfer car from B-Main #1, the 2nd alternate will be the 1st non-transfer car from B-Main #2. Drivers are responsible to be ready in the push-off area if a alternate is needed. If the alternate is not ready the next alternate will be used.
3. Scratches- If a car drops out of any race after line-ups have been posted, the starting line-up will have the rows , inside or outside, move up to fill the vacancy.

6.STARTS

- A. The leaders will bring the field to a designated spot (cone, white line, etc..) exiting the fourth turn at a moderate pace. NOSE TO TAIL. When the leaders reach the designated spot the rows need to be even and the remainder of the field NOSE TO TAIL!

When this spot is reached the flagman will wave the green flag, the race is underway, and cars may start passing. If a car or cars were not in proper order, or not in line,, the yellow flag will be waved and the race will be restarted. It will be the discretion of the race officials to restart or apply rule 7-I.

- B.** If the front row can't work together and get and even start at the specified area, the offender or offenders will be sent to the back after failing the second attempt.

7. RESTARTS

- A.** When the yellow flag is waved, pull up to the car directly in front of you, whether it is lapped or not, and form a single file line, nose to tail.
- B.** Scorers will go back to the last completed lap.
- C.** Failure to get into a single file line so the officials and scorers can check or realign the field, or passing on the yellow may result in a penalty or disqualification.
- D.** Single or double file restarts will be announced at the driver's meeting.
- E.** Double file restarts: race officials will signal one to go and the field will form up double file with the leader starting alone in the front row, 2nd position in the 2nd row inside, 3rd position in the 2nd row outside... and so on. Designated starting spot in turn four will be the restarting point. Falling out of position, not staying nose to tail or passing before the designated spot will result in a two position penalty.
- F.** Single file restarts: Cars must stay in line nose to tail. A cone will be used. All cars must pass the cone on the outside. Hitting the cone or going on the inside of it will result in a penalty but not necessarily a false start. If the leader commits this penalty a complete restart will be called for and the leader will get a two position penalty. A car other than the leader hitting the cone or going beneath it will result in a two position penalty.
- G.** On-and-off the gas tactics will result in a two position penalty.

- H.** Race official will signal 1 lap to green. As the leader exits the fourth turn he may fully accelerate.
- I.** If a car further back gets out of line (nose to tail) as the front cars accelerate before the green it will be considered a jump and result in a two position penalty even if no cars were passed. The two position penalty will be assessed at the next yellow or red, or at the conclusion of the race which ever comes first. Failure to move back the two positions as directed will result in a black flag penalty.

8. ON TRACK PROTEST

Any driver who stops his/her car on the track to protest or initiate an argument will be disqualified.

9. DRIVER/ CAR SWAPPING

- A.** If change occurs after the pill draw, the new car/driver combination will start last in their heat or will qualify last and get one lap.
- B.** No driver can qualify more than one car.
- C.** A driver may race a car other than the car they qualified, but the original car will be scratched for the remainder of the events.
- D.** The new car/driver will be paid and any/all points for the program will go to the driver.
- E.** The new car/driver combination will start at the rear of the next event the car was scheduled to start in.
- F.** A driver can not start the A-main in a car he himself did not transfer into the A, either through a heat or the B-main.
- G.** Once the initial green flag of any race waves, even if a yellow or red flag comes out prior to completing a lap, no car/driver changes will be allowed for that particular race.
- H.** A new car/driver combination occurring before competition begins(qualifying or heat race when not qualifying) can occur with a late arrival car.

10. TWO YELLOW RULE

Any driver who causes two yellows in any race, unassisted including spins, will be disqualified from the remainder of that race.

11. 360 SPIN

When a car does a 360 spin the yellow flag will be waved. If this occurs on the first lap original line up will remain with the spinning car at the tail of the field. The spinning car will always be restarted at the rear. A driver failing to move to the rear will be blacked flagged, and has 1 lap to leave the track, or will be disqualified from the remaining events.

*If the Spinning car is running at the tail of the field and presents no danger to any other car the race may not be stopped.

12. ONE PUSH OFF PER RACE

You are allowed one push-off prior to the start, or restart of any race. If you require a second push-off, you will go to the tail. Exceptions may be made to this rule at the discretion of the Competition Director.

13. NO WORKING ON CARS DURING RED FLAG

A. Crew members are not allowed on the track with out permission from a race official. If a crew member goes on the race track the car will be disqualified from that race.

B.A Refueling Red will be shown 50 laps after the initial green flag. This may be adjusted at the discretion of race officials. If a “Refueling Red” has been declared, 2 people per car are allowed on the track.

C. No 4-wheelers allowed on the track.

D. Violation will result in the car going to the back on the restart.

E. Under the red flag, a driver may request the work area and the car may be taken to the work area when the track conditions go from red to yellow.

14. WORK AREA/ PITS

A. Two minutes in the work area will be granted to any car or cars causing or being involved in a race stopping incident. However the work area will be closed the last five laps of any heat or A-Main. The two minute clock starts when the car, or last car in multiple car incidents, arrives in the work area. The work must be completed within the two minutes AND appear safe for restarting in the opinion of MSA work area official. Any car returning to a race from the work area which purposely causes its' own yellow in hopes of returning to the work area to further repair car will be not be allowed to restart. If the work area clock has been started, and another car should then enter the work area, that additional car(s) will not be given two minutes of its' own, but only be granted the remaining clock time of the original work area car as it is not that car's yellow. There is no work area clock prior to the initial start of any race, cars must be ready to start race when tower and flagman are ready.

B. Cars may return to the track until the leader is given the one lap to green at the designated starting spot in turn four.

C. Returning car must restart at the rear of the field.

D. A car that tips on its side or rolls – over cannot restart the same race unless approved by a authorized race official.

15. MISCELLANEOUS

A. If multiple cars are involved in an incident and cannot restart, they will be scored in the order of the last completed lap under green, or the line-up if the incident is on the first lap. A car clearly causing the incident will be scored last among the cars involved.

B. When a driver is disqualified the pay (if any) for that position is forfeited to the point fund. Drivers finishing behind the disqualified car will move up in position and points but not pay.

C. The disqualified driver does not lose position for prior races in the event, just points.

16.FLAGS

- A. **GREEN**- Indicates racing conditions.
- B. **YELLOW**- Indication of caution on the track. Do not pass; pull directly behind the car in front of you, Single file, nose to tail, for line-up direction.
- C. **RED** – Indication of a serious condition on the track. All cars must STOP immediately upon display of the red flag or light. Any car passing a crash site under red flag conditions will be disqualified from the remainder of the race. Exceptions will be allowed for cars unable to avoid the accident location, per the discretion of Race Officials.
- D. **BLUE with YELLOW** – Warning to slower traffic that the front of the field is approaching from behind. Indication for lapped traffic to HOLD YOUR LINE.
- E. **WHITE**- Indication of one lap to go to complete the race. If a yellow or red flag is thrown on the white flag lap, when racing resumes there will be two laps remaining.
- F. **CHECKERED**-Indication of the completion of the race.
- G. **BLACK**- Indicates a mechanical problem with a car or a problem with a driver. Car must leave the track and return to the pits without causing a yellow within one lap of the flag being displayed. The car will be scored out of the race at the time black flag is displayed and will receive points and pay for that position. Failure to leave the track will result in disqualification from all races for the remainder of the event. All points and pay will be forfeited for the event. If the black flag is displayed during a yellow you may attempt to remedy the issue in the work are

- H. YELLOW/CHECKERED** (both) or **RED/CHECKERED**(both)
Indication that a race has been called as complete due to time constraints, weather or track conditions, while track is under yellow flag or red flag conditions. Finish will be scored as the last completed lap under green.
- I. CHECKERED/YELLOW** – An incident has occurred on the track after the checkered has been shown to the leader. The cars crossing the line prior to the yellow being waved will be scored as finished, the remainder of the field will be scored back a lap, except for the cars involved in the incident, which will tag the last scored lap
- J. CHECKERED/RED** – A more severe incident has occurred on the track after the checkered has been shown to the leader. Cars must stop immediately and follow normal red flag procedures. The cars crossing the line prior to the red being waved will be scored as finished, the remainder of the field will be scored back a lap, except for the cars involved in the incident, which will tag the last scored lap.

RULES ENFORCEMENT AND VIOLATIONS

1. MAJOR VIOLATION

- A.** Involves engine, driveline, wheels and tires.
- B.** Driver and car will lose that nights points and pay.
- C.** A second major will result in loss of all season points and that nights pay.
- D.** A third major will result in loss of all season points, that nights pay and suspension for the remainder of the calendar season

2. MINOR VIOLATION

- A.** Must be corrected by next race and OK'd by inspector.
- B.** Two minor violations for the same reason during one season will become a major violation.

3. CAR INSPECTIONS

- A.** Competition director has option to inspect any car at random from any race.

B. Inspections prior to racing.

1. All cars must be inspected and in compliance before competing.
2. If circumstances prevail that prevent the car from being inspected prior to competition, the competition director may elect to allow the car to compete with the understanding that no points or pay will be awarded until after inspection is completed. If the car fails inspection, car is disqualified with no points or pay for that event. This pertains to mid-season tech inspections.

C. Inspections after the A-Main race.

1. A-Main winner will be checked each night.
2. Additional cars at random from the A-Main will be checked. The competition committee will make selections.
3. If a car fails the post race inspection, it is disqualified with no points or pay for that event. Major violation failure will result in enforcement of Major Violation penalty.
4. Competition director has the right to impound any parts and/or equipment that are in question, for a reasonable amount of time, for the purpose of further inspection or testing.
5. A car that fails post race inspection may be impounded for additional inspection. The competition director will determine the time and location for inspection of the impounded car.
6. Refusal by the competitor to comply with post race inspection and/or possible impound is an automatic disqualification and will be considered a major violation

4. WEIGHT

- A.** Scale will be at the track
- B.** Minimum weight is 1575 pounds. Weight violation will result in disqualification from that race, first A-Main violation will result in loss of points and pay for that race. Subsequent violations will be treated as a major violation.
- C.** Car will be weighed with driver.
- D.** Car may cross the scales three times. Twice as directed by the Scale Official. Once by Driver's choice.
- E.** The Competition Director may weigh any car at any time.

- F.** Cars designated and/or directed to be scaled must go directly to scale area. Failure to do so may result in disqualification from that event.
- G.** Cars too badly damaged during an event may be exempt from scaling, without penalty, at the discretion of the competition director

5. PROTESTS

- A.** Any non-engine component/\$100 - If legal money goes to car protested - if illegal protester gets his money returned.
- B.** Car filing a protest must have competed in the same race as the car they are protesting.
- C.** Protest must be made with money to the Competition Director within five minutes of races conclusion.
- D.** A specific rule violation must be stated at time of protest.

6. FIGHTING

- A.** Suspension for next two race dates (rainouts do not count).
- B.** Driver will forfeit any money earned that night. If pay-out has already been made prior to incident, it must be returned before you will be allowed to compete with MSA again.
- C.** Second offense will result in 12-month suspension to date.
- D.** Drivers and car owners are responsible for their crews.
- E.** Unsportsmanlike conduct includes, but is not limited to: profanity or abusive language and/or gestures, damaging or destroying property, and offensive physical contact. Violation will be treated as A & B above. Unsportsmanlike conduct toward an official and/or spectator may result in expulsion from the MSA.
- F.** Unsportsmanlike conduct toward an official and/or spectator is subject to a fine of \$250.00 and/or loss of points and pay for the event, and/or may result in expulsion from the MSA.

7. ON TRACK CONDUCT

In any and all situations the starter / flagman has the final decision.

8. ATV'S IN THE PITS AND OTHER SUPPORT VEHICLES

- A.** Excessive speeds and/or dangerous maneuvers are not allowed.

- B.** The car number the ATV is supporting must be displayed a easy to read on the ATV.
- C.** ATV's must have the headlight turned on when moving in the pits

POINTS AND AWARDS

- 1.** Points are awarded to the driver and not the car owner.
- 2.** 110 possible points per night: 64 A-main, 16 heat, 20 qualifying, 10 appearance
 - A.** Appearance: 10 points for appearance and 1 lap under own power.
 - B.** Qualifying: Top 20 receive points.
 - C.** Heats: All positions receive points.
 - D.** B-Main: Cars transferring to rear of A-main do not receive B-Main points.
 - E.** A-Main: If more than 22 cars start the A, positions 23 and down receive 26 points each. In cases where promoter chooses to add cars to the A-main, and makes the decision after the beginning of the B, those additional cars race for money only and do not receive any A-main points

. An A-main car that misses the line-up will receive 26 points.
- 3.** When an event is declared rained-out at the Drivers' Meeting, every driver in attendance will receive 30 appearance points and the event will count towards season attendance.

4. INCOMPLETED RACE

- A.** In an event where the feature race has taken a green but is stopped before its posted lap completion, cars that dropped out of the race for any reason will be scored in the position they dropped out. They will receive the points and pay for that position. All cars running will receive equal points and pay. The total amount of pay and points will be divided by the number of cars running. If one lap has been completed, the diver leading will be declared the winner, receive the trophy, and be included in any winner's photos.
- B.** In event a feature is not started at all, points and pay will be divided equally.
- C.** If half the scheduled laps are completed it will be considered a completed race.

MSA Participation Requirements 2011

MSA member cars will be able to reduce the schedule by a total of 10 race nights by using “Throw out nights”. 5 events that are co-sanctioned with EWSC on Friday, and 5 events so-sanctioned with PDTR on Saturday can be thrown out.

- **No MSA “Travelling Shows” can be thrown out. Points acquired at ALL of these events will count toward the MSA Championship.**
- A team’s worst events at EWSC or PDTR, up to a total of 5, will be thrown out. A car can throw out a “bad night” that the car ran, OR choose not to run at all. This can be done for up to 5 nights at each EWSC/PDTR and it won’t count against their 100% participation.
 - There is still a benefit to running more events. Example: If PDTR runs 16 total events and an MSA car runs them all, their best 11 nightly point totals will count toward the MSA Championship. If another car runs 13 nights they will have 2 nights to throw out, if they run 11 they will not be able to throw out any, etc...
- The 75% participation is needed to be eligible for the Point Fund. This is figured in the following way-
 - 48 Scheduled events (Tentatively)
 - Subtract 10 throw out nights = 38
 - Subtract 10 rainouts = 28 race nights required for 100%
 - 75% would be = 21 nights
- Another example
 - 20 EWSC nights/6 lost to rain/throw out 5 = 9 nights
 - 20 PDTR nights/4 lost to rain/throw out 5 = 11 nights
 - 10 “travelling shows”/1 lost to rain = 9
 - TOTAL of 29 nights for 100% participation/ 75% = 21 nights

*** Keep in mind that these examples are estimations, and the number of events lost to weather can affect the final numbers.

Point Breakdown

	Single	Two	Heat	Time	Consolation
A-Main	B-Main	B-Mains	Races	Trials	Race
1. 64	1. 0	1. 0	1. 16	1. 20	1. 0
2. 62	2. 0	2. 0	2. 14	2. 19	2. 0
3. 60	3. 0	3. 0	3. 12	3. 18	3. 0
4. 58	4. 0	4. 26	4. 10	4. 17	4. 0
5. 56	5. 0	5. 24	5. 8	5. 16	5. 13
6. 54	6. 0	6. 22	6. 6	6. 15	6. 12
7. 52	7. 26	7. 20	7. 4	7. 14	7. 11
8. 50	8. 25	8. 18	8. 3	8. 13	8. 10
9. 48	9. 24	9. 18	9. 2	9. 12	9. 10
10. 46	10. 23	10. 18	10. 1	10. 11	10. 10
11. 44	11. 22	11. 17	11. 1	11. 10	11. 10
12. 42	12. 21	12. 16	12. 1	12. 9	12. 10
13. 40	13. 20	13. 15		13. 8	13. 10
14. 38	14. 19	14. 15		14. 7	14. 10
15. 36	15. 18	15. 15		15. 6	
16. 34	16. 17	16. 14		16. 5	
17. 32	17. 16			17. 4	
18. 31	18. 15			18. 3	
19. 30				19. 2	
20. 29				20. 1	
21. 28					
22. 27					