



Rule Book

2007

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2007 Autocross Rules and Classifications

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Bert Foschini
2006 Tiger of the Year



2007 Executive Board, from left to right: George Bonafede, Robert Belvoir, Chris Wells, Patrick Wilson and Jason Young.

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1.0 - General Event Information

1.1 - Each driver must be at least 16 years old and possess a valid driver's license, subject to approval.

1.2 - During competition runs, drivers may only take passengers designated as novice instructors.

1.3 - All drivers must wear approved seatbelts at all times while on the course. Loaner helmets will be available.

1.4 - With prior approval from the Executive Board, event host(s) may institute special or supplementary rules for individual events. These rules will only be in effect for a single event.

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

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

1.7 - Anyone in the paddock or pit areas working beneath raised vehicles without jack stands, carelessly using flammable gases or liquids, participating in dangerous horseplay, or otherwise engaging in unsafe activities will be disqualified.

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

1.9 - In case of mechanical failure during a timed run and the entrant stops of his own volition, the entrant will not be granted a re-run and will be given a DNF (did not finish) for that run.

1.10 - When an entrant is red-flagged by a course worker due to an observable mechanical failure, the entrant will not be permitted to re-run.

1.11 - If the entrant is red-flagged due to any condition on the course beyond the driver's control, he/she will be granted a re-run. At least five cars must run or five minutes must elapse before the re-run is taken to permit the tires to cool off.

1.12 - The last car to run in each timed run must be started within five minutes of the previous car (i.e. the next to last car) or show cause why he should not be given a DNS (did not start) for that run.

1.13 - A line around the perimeter of each pylon will describe each pylon's location. If a competitor knocks a cone down or completely outside the line defining the perimeter, a three second time penalty will be assessed. If the cone is disturbed, remains standing, and any portion of that cone remains on or inside the perimeter, no penalty will be assessed.

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

1.15 – Each driver can register and run only one car per event.

1.16 – The event chairman has the final say when to go to rain rules during an event. When the event chairman is not available, the senior Board member has authority. All drivers must run with their class. Listen for announcements over the PA. All drivers within the same class must run in the same weather conditions.

1.17 – Course Design Guidelines

- All corners shall be negotiable without reversing by any car classified by make/model in the rules.
- The course shall be at least 15 feet wide, and single-file slalom markers shall be at least 45 feet apart. Any series of course markers that are generally in a line and have the effect of a slalom are considered to be a slalom. Additional course markers associated with the slalom markers to form gates, "boxes", etc., do not cancel this limit.

2.0 - Classification, Protests, and Disqualification

2.1 - The Chief Tech Inspector will classify the vehicle based upon this rulebook, his/her observations of obvious vehicle modifications and a full disclosure of modifications from the competitor. It is not the responsibility of the tech inspector to look for modifications. It is the competitors' responsibility to fully disclose vehicle modifications to the Chief Tech Inspector to allow appropriate classification.

2.2 - Any driver may be disqualified during the event at the discretion of the Event Chairman or Tech Inspector, subject to appeal by the entrant.

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

2.4 - Protests or appeals relating to competition can be brought forth by any competitor and must be submitted in writing to the Event Chairman prior to trophy presentations. Members of the Executive Board, Event Chairman, and Chief Tech Inspector will rule on protests or appeals within 15 minutes of receipt. Their decision will be final.

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

2.6 - Vehicles misclassified due to an error in tech inspection will be moved to the appropriate class for the current and future events; previous event data will remain unaffected. To avoid these issues, all competitors are STRONGLY encouraged to read this rulebook and know their proper vehicle classification.

3.0 - Vehicle Standards (Technical Inspection)

3.1 - Seatbelts and approved helmets are required for all competitors.

3.2 - Roll bars are strongly recommended, as are shoulder harnesses in all open Race Prepared and Modified cars. SCCA-type shoulder harnesses are not allowed without roll bars in open cars.

3.3 - On-board fire extinguishers are highly recommended.

3.4 - All doors, hoods, trunk lids, or any other moveable panels are to be fully closed and latched, locked if possible, during timed runs. T-tops and sunroofs should be removed if practical.

3.5 - For safety purposes, all swing axle cars must have a working camber limiting device. Cars must remain at stock camber and ride height to run Showroom Stock. Where the camber-limiting device changes the camber to a maximum of two degrees negative camber or lowers the ride height from stock, the car will be required to run in the Street Prepared class.

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

3.7 - Wheels must be safely affixed. No reversed wheels where the lug bolt taper does not match the chamfer of the holes. Wheels must have adequate bearing surface against the drum and hub. Suitable and safe wheel spacers will be allowed. Lug studs must protrude from the lug nuts at least one complete turn.

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

3.9 - No hubcaps or any other removable item may be attached to the wheels, rims, etc. during any timed run, at the discretion of the Tech Inspector.

3.10 - Seatbelts must be properly installed, with all hardware secure and tight.

3.11 - Throttle linkage must be positive and safe.

3.12 - No excessive fuel, water, or oil leaks.

3.13 - No cracks in steel disc wheels. No broken or missing spokes in wire wheels. No missing lugs or studs.

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

3.15 - Drivers without windshields must wear Face shields.

3.16 - Shock absorbers must be in good working order.

3.17 - Front end and steering must be safe and secure, with no excessive play.

3.18 - Race prepared exhaust systems may run through the body of the car, but must exit outside the body. Any holes cut in the body for exhaust systems may not be more than one inch larger in diameter than the exhaust tubes or pipes. A safe, fireproof material that does not leak or otherwise emit fumes must enclose any tubing in the passenger compartment.

3.19 - Any car, which the Tech Inspector determines has ANY potential safety hazards, will not be permitted to run.

3.20 - Cars with wheel diameters less than 13-inch may replace wheels with 13-inch wheels without reclassification.

3.21 - Batteries inside the driver's compartment must be secured inside a closed container and vented outside the driver's compartment.

3.22 - Operational nitrous injection systems are not allowed in any class. Nitrous bottles must be removed.

3.23 – Novice Instructor

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

4.0 - Classification Categories

4.1 - Showroom Stock Category (S Class)

All cars in this class must be mass-produced models, available in the United States. These vehicles may use only standard equipment as defined herein, plus only those modifications authorized in Modification Guidelines.

Standard equipment is defined as any U.S. legal equipment and/or optional items that could have been ordered through a dealer, installed on the vehicle at the factory. For example, if your car does not have a rear sway bar, but one could have been ordered as optional equipment at the time of purchase on that particular model, then you may now add that specific item. Any additional modifications will place the vehicle in the Street Prepared, Race Prepared, or Modified categories. The entrant has the burden of proving that his/her car conforms to these regulations by his/her owners' manual or other official information. Kit cars are not mass-produced and, therefore, do not fall into this category and are considered Race Prepared.

4.2 - Street Prepared Category (P Class)

This category includes those Showroom Stock cars as described above plus only those authorized modifications set forth in Modification Guidelines. This class is intended for those enthusiasts who purchase a sports car or sedan and add those features that enhance handling, safety, and minor engine performance, thus bridging the gap between Showroom Stock and Race Prepared.

Entrants in the Street Prepared category may update and backdate only suspension, brakes, rear-end, not to supersede any other rule.

4.3 - Race Prepared Category (R Class)

This category is intended for mass-produced cars and sedans which are modified for autocrossing and/or racing. Vehicles in this category are usually not intended or suitable for street use. All modifications authorized for Stock and Prepared categories shall be likewise authorized to Race Prepared vehicles, in addition to those modifications set forth in Modification Guidelines.

Entrants in the Race Prepared categories may use parts which are/were factory available on any year vehicle using the same chassis (for suspension parts) or the same family of engines (for engine parts). If the vehicle from which these parts originated would run in a higher class, the vehicle modified with these parts will run in that higher class. Vehicles in Race Prepared classes will be advanced to the highest class with that body style and that engine size.

4.4 - Modified Category

Modified vehicles are divided into three classes. They include those mass-produced vehicles that meet safety requirements but are not classed elsewhere. Modified vehicles include formula cars, unlimited displacement specials that are generally for the specific purpose of racing or autocrossing, and other non-production vehicles.

MOD I: Unlimited, Formula cars (except Formula V and 440), SCCA Sports Racers (except Sports Renault), and Formula Fords built in 1976 or later. Single seat autocross specials, dune buggies, and formula cars 1501cc and higher (unless VW powered) and/or more than 2 barrels of carburetion. Formula SAE cars run here.

MOD II: Single seat autocross specials, dune buggies, Formula Fords built prior to 1976 and other formula cars (except 440) under 1501cc (1650cc if air-cooled VW) with a maximum of w barrels of carburetion. Also, Sports Renault - SCCA legal.

Modification Guidelines

A summary of modifications appears in this table. There are no restrictions on any item for Modified cars unless listed elsewhere.

Modification	Stock	Prepared	Race
Engines	Up to 0.024" smooth-out over-bore	0.047" overbore with stock type pistons. Stock head(s) milled a maximum of 0.020. Fans may be replaced with electric or flex-type fans	15% oversize engine swaps within specific manufacturer. thereafter, each 15% moves up one Race class. free mods to engine. unmodified SEMA or manufacturer flywheels only
Carburetors	Air filter required but free in stock housing	Jetting and smoothing. no restrictions. air cleaners may be removed and velocity stacks used. smog devices may be removed. any carb of standard configuration (same number of venturuses) allowed on stock manifold with an adapter plate (1" max thickness)	No restrictions. bolt-on turbo/superchargers are treated as a 40% engine size increase and move car up two Race classes (maximum AR)
Fuel Injection	No changes	Air cleaners may be removed and velocity stacks used. computer chip and/or software changes allowed. No changes to intake manifold allowed. Throttle bodies may be modified or replaced. Extra throttle bodies may not be added.	No restrictions.
Turbocharger	No changes	Computer chip or software changes allowed, even if they affect boost pressure. The OEM computer must still control boost pressure. No hardware changes allowed.	Computer chip and/or software changes allowed. No boost restrictions.
Exhaust	Stock type only - must be OEM or exact replacement	No restrictions	No restrictions
Body	Bolt-on dress items, air dams, spoilers allowed	Bolt-on dress items, i.e., air scoops, air dams, spoilers and fender flares are free. no major body mods. stock lighting features only. roll bars recommended. bumpers may be removed on cars 1972 and earlier. Convertible cars may remove soft top if hard top is used.	Glass, lights, soft tops, partial inner fender wells (for tire clearance) may be removed. bolt-on body panels may be updated/backdated or replaced by material other than original as long as they retain a stock appearance. no other intentional lightening. free fender flares. roll bars required on open cars. tube frames allowed. bumpers may be removed.
Interior	Seats must be stock	Stock seating capacity. seats may be replaced. no interior gutting	Free seat(s) : nonmetal trim or dashboard may be removed or replaced. no other intentional lightening. safe bulkhead between driver and fuel tank
Driveline	Stock only	Free in stock housing from transmission back	No restrictions
Shocks	Replacement by stock type only (hydraulic to hydraulic, gas to gas, etc.). No adjustable unless originally equipped	Free if stock type on stock attachment points. Lever-type shocks may be replaced by tube shocks. Camber plates allowed if they maintain the stock shock mounting height with 0.25 inch.	No restrictions
Sway Bars	Stock Only	No restrictions	No restrictions
Wheels	Stock width, diameter, and offset of any safe construction	1.5" wider than stock width. pre-1980 cars 2.5" wider than stock. Any diameter is permitted. Each additional 1.5" in width moves up one Prepared class.	2.5" wider than stock allowed. Any diameter is permitted. Each additional 2.5" in width moves up one Race class.
Tires	Must run DOT approved treaded tires with tread wear rating of 140 or higher.	May run DOT approved treaded tires with a tread wear rating below 140.	May run any tire of safe construction, including non-DOT, race only and/or non-treaded tires (slicks).
Springs/Bushings	Stock only	Stock type on stock attachment points. Bushings free. Coil over on stock attachment points allowed.	No restrictions
Brakes	Only pads and shoes may be changed (any safe construction)	No restrictions (any safe construction)	No restrictions (any safe construction)

MOD III: Formula 440 must run in SCCA legal configuration. Single-seat autocross specials, dune buggies, and formula cars under 1501cc (unless VW powered) with a 1-barrel carburetor (26mm venturi maximum).

For further information on these vehicles, refer to the general guidelines in the Modified category section.

All MOD vehicles must be of safe construction as determined by the Tech Inspector or Competition Board.

Modified vehicles must meet these requirements:

1. Minimum wheelbase of 72"; track (front/rear) of 42".
2. Minimum wheel diameter of 10".
3. Positive braking on all four wheels.
4. Working suspension travel permitting minimum vertical wheel travel relative to the frame of 5.0" is required.
5. A firewall of at least 0.020" steel or at least 0.032" aluminum.
6. Any fuel may be used.
7. Roll bars are recommended.
8. The minimum driver restraint system shall consist of two shoulder straps and a lap belt, operated by a single release.
9. A 5"x7" area must be provided for numeral placement.
10. Noise will not exceed 108dBA-measured 50ft. from the car and perpendicular to the direct of travel.

4.5 - Go-Kart Category

These two classes are for competition karts, which include purpose-built 4-cycle clutch karts, 2-cycle clutch, direct drive, and shifter karts of displacement such as 50cc, 80cc, 100cc, 125cc, or 250cc. There is no class for "family" karts using "lawn mower engines". The following classes will be governed according to the rules as stated in the SCCA rulebook for Solo 2 competition: Formula 125 and one class for all other clutch based karts. Tiger points will be awarded for drivers in these two classes. TTD trophies will not be awarded. Drivers must be fully clothed, head to toe, in a race driver suit (anti-skid preferred) or similar jacket and pants combination. A full-face helmet with visor, gloves, and shoes are required.

4.6 - GT Race Class (GTR)

The following cars, when race prepared per the modification guidelines of Section 5.0, will be classed in GTR: Camaro, Mustang, Firebird, Barracuda, Monza, Skyhawk, Starfire, Mustang II, Capri and Capri II, Javelin, AMX, Sprit, Gremlin, Vega, and any American 4-passenger sedan. The modifications to GTR cars must conform to one of the combinations of engine, weight, and wheel size listed in the following table:

<i>Engine</i>	<i>Min. weight with driver (lbs.)</i>	<i>Wheel width (in.)</i>
V6, any carb, any fuel injection (FI) *	2400	8.5
V8 to 230ci, 4bbl carb or FI	2400	8.5
V8 231 to 310cc, 4 bbl carb or FI	2500	9.0
V8 231 to 310cc, 4 bbl carb or FI	2650	9.5
V8 to 366ci, 4bbl carb or FI	2700	12.0
V8 over 366ci, 4bbl carb or FI	3000	12.0
V8 to 370ci, 4bbl carb or FI (4 passenger)	2800	12.0

* Fuel injection cannot have any more than four throttle bores/butterflies except for the V6 engine.

Modifications that do not conform to this table move the car from GTR to AR. Also, to compete in GTR, the car's engine and body combination must have been mass produced and available in the United States. However, engines may be swapped within the same corporate family (e.g., Pontiac to Chevrolet). Cars listing under GT in Section 5.0 and race prepared per Modification Guidelines will also be classed in GTR.

4.7 - Novice Class

In addition to classes outlines elsewhere and for the purposes of teaching safe, competitive driving, the club allows novice drivers to train in a Novice class. Trophies (maximum of 5) will be awarded for best drivers in this class, but competition points will not. Any entrant who has driven in less than three auto-crosses may opt to drive in the Novice class. Any driver who wins first place in the Novice class will no longer be eligible to drive in that class. Individuals designated as Novice Instructors by the Executive board may accompany novices during their timed runs. A minimum of two drivers is required to compromise a Novice class.

4.8 - Sport Truck Class

Any pickup available in the United States is permitted, provided that:

- a. A minimum of 1,000 must have been produced.
- b. The engine is a 4 or 6 cylinder, normally aspirated unit, except full-size trucks (1/2 ton and larger) are allowed V8 and V10
- c. The factory original bed is present.

Convertible versions are permitted if they are factory produced or if roll bar is present.

Allowable Driveline Modifications

Any wheel diameter between 13 and 16 inches may be used. Wheel width is same as Street Prepared guidelines. Wheel offset is free. , lowering blocks, shortened/replaced springs, de-arched springs, and lowered I-beams.

Vehicle may be lowered by any method that does not alter the frame or suspension mounting points. Examples of allowable methods include but are not limited to: torsion bar adjustment, lowered spindles, lowering blocks, shortened/replaced springs, de-arched springs, and lowered I-beams.

Sway bars may be changed, added, or deleted at both the front and the rear. Axle locating devices may be added. Shock absorbers may be replaced. Stock brake systems may be altered using proportioning valves, add-on anti-skid systems, or different pads or linings.

Allowable appearance, comfort, convenience modifications:

Bed liners, tonneau covers, and tailgate nets are allowable. The standard tailgate can be either in the up or down position, or replaced with a "net-type" device, but either or the other must be present. The bed must be empty or contain only permanently mounted items: Examples are: light bar, secured speakers, fire extinguisher, and "topper" shells.

Hydraulically actuated tilt devices are allowed provided the bed remains in the stock position at rest. Sliding rear windows are allowed.

Ground effects, spoilers, spoiler wings, and attached fender flares are allowed providing original sheet metal is not removed or altered. Drilled bolt/screw holes are the allowed method of attachment.

Any steering wheel at least 13 inches in diameter is allowed provided it is a full 360-degree type and is not a "chain" type.

Any seats are allowed as long as seating for two is retained and safety belts are provided.

Accessories such as gauges and comfort and convenience aids are permitted. All such cosmetic interior accessories must be permanently secured.

Rear bumpers are not mandatory. If installed, the type is free.

Front bumpers must be stock. Painted and chrome bumpers may be interchanged for appearance purposes only.

Trailer hitches are allowed. They may be bumper mount-type or under body frame-type. Fifth wheel-type hitches are not allowed.

4.9 - Street Modified Classes

Same restrictions as Race Prepared except:

Street Mod Race: Must use DOT-approved tire of any size with visible tread and no cord showing.

Street Mod Stock: Tires are limited as in the stock classes and therefore subject to the stock tire exclusion list.

Applicable to both: Any size wheel of safe construction and fitment is allowed. All vehicles must have Stock front seating, capacity, and door panels. Complete interior rear seating and storage area carpet may be removed. Street Prepared exhaust system allowed at a sound level maximum of 98dBA at 50ft. Street legal safety equipment (i.e., horn, wipers, brakes, and headlights). Glass must remain. MSCC competition points will be earned in Street Mod class and the Race Prepared category. There is a minimum weight requirement of 2000 pounds for cars with engines of 2 liters or more. Up to 2 liters minimum weight is 1 pound per cubic centimeter.

4.10 - Special Class Category

At the discretion of the event chairman, three or more entrants may form a special class with their own entry requirements. Vehicles entered must meet MSCC safety regulations. Trophies, but not competition points will be awarded in the special class.

4.11 - Moving from Stock to Prepared to Race

Cars modified within the specifications of the Modification Guidelines section move into Street Prepared or Race Prepared classes according to this table:

<i>Stock</i>	>	<i>Prepared</i>	>	<i>Race</i>
AS	>	AP	>	AR
BS	>	BP	>	AR
GTS	>	GTP	>	GTR
CS	>	CP	>	BR
DS	>	DP	>	BR
ES	>	EP	>	BR
FS	>	FP	>	CR
GS	>	GP	>	CR
HS	>	HP	>	DR

5.0 - Competition Schedule and Standards

5.1 - Tiger Points Schedule

Finish	Number of Cars in Class										
	1	2	3	4	5	6	7	8	9	10	>10
1	31	36	38	39	40	41	42	43	44	45	45
2		30	32	33	34	35	36	37	38	39	39
3			27	28	29	30	31	32	33	34	34
4				24	25	26	27	28	29	30	30
5					22	23	24	25	26	27	27
6						20	21	22	23	24	24
7							18	19	20	21	21
8								16	17	18	18
9									14	15	15
10										12	12
>10											9

5.2 - Year End Awards and Tiebreaker Rules

5.2.1 The Tiger Standing is based upon the numeric total of competition points acquired in official events for the competition year with the two lowest events dropped.

5.2.2 - The Tiger of the Year Award is given to the competitor who scores the most points after drops overall. Additionally, there are awards for each overall class, such as Stock, Prepared, and Race, and awards for individual classes, such as A Stock, B Stock, etc. Special Awards go the Rookie of the Year, First Lady, and the President's Award.

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

5.2.3.1 - Competitor with the most 1st place finishes.

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

5.2.3.3 - If still tied, Competitor with most overall points.

5.2.3.4 – 107 RULE: All novice-eligible competitor's entering a class other than Novice must have at least one run's raw time that is not greater than 107% of the best official time in that class in order for their participation in that class to count toward any tiger points being awarded to the other drivers in that class.

EXPLANATION: All competitors who are eligible for Novice class are allowed to enter any other class that their car is eligible for, just like they always could. However, if their fastest raw time (not including cones) is greater than 107% of the best official (not raw) time in that class, their participation in that class will not count toward any tiger points being awarded to the other drivers in that class. If you don't have any Novice-eligible competitors running in your class this rule will NOT affect your awarded points.

EXAMPLE: If the best time in CR is 50 seconds, novice eligible drivers in CR will have to run 53.5 seconds or better to count toward Tiger points. (50 seconds x 107%=53.5 seconds).

5.3 - Rookie of the year

5.3.1 - Driver had to have competed in less than 5 events the previous year.

5.3.2 - The driver must become a Member by June of the Rookie year to be eligible for The Rookie of the Year Trophy. The Executive Board reserves the right to evaluate all eligible candidates.

