

MUST SEE RACING, LLC 2023 RULE BOOK



FORWARD

The purpose of the Must See Racing L.L.C. (MSR) is to promote and conduct sprint car races and other racing oriented events. In this pursuit, the MSR has formulated and adopted the General Safety, Competition, and Technical rules contained herein. These rules will become effective and enforceable as of the date of this publication and will constitute the rules and regulations that shall govern the conduct of all racing events sanctioned by the MSR.

All car owners, drivers, sponsors, crew members, and all persons involved in any way, in any MSR sanctioned racing events, shall be deemed to have read, understood, and agreed to comply with these rules and any and all amendments, supplements, and/or revisions that may be implemented. It is, therefore, recommended that all of the above listed entities read the rule book carefully to assure familiarity with the rules and regulations contained herein.

The rules and regulations as set forth herein are intended to establish minimum acceptable standards and requirements for all racing events. No expressed or implied warranties of safety shall result from the publication of or compliance with these rules and regulations. They are intended as a guide for conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others.

IMPORTANT NOTICE

The MSR Rule Book is not the only authority governing the actions and activities of the individuals who participate in a MSR sanctioned racing event. We remind all participants that each race track where a MSR sanctioned event is held is located within the boundaries of a particular city, county and state and is, therefore, within the jurisdiction of all the law enforcement agencies operating and having authority within these areas. Thus, all laws and statutes applicable to these areas are enforceable at each racetrack where MSR sanctioned events are held and all violations will be dealt with accordingly by the various law enforcement agencies.

RULE BOOK DISCLAIMER

These rules and/or regulations 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.

EQUIPMENT PERFORMANCE ENHANCEMENT

Any visible equipment changes and/or performance enhancing changes to previously approved MSR sprint cars and/or equipment must be approved in writing by MSR officials prior to introduction into competition. MSR officials reserve the right to immediately determine the legality and use of any equipment, including any and all previous verbal approvals made prior to **2023**, which have not received prior written approval for introduction into competition by MSR officials.



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I. RULES OF SANCTION

- A. All members are subject to the rules of the MSR.
- B. All members must obey any order of the MSR officials that pertains to the operation of the racing event.
- C. A violation of any rule or order is subject to a warning and/or fine. The whole race team is responsible for any violation. In the event of continued occurrences, the team may be suspended or fined \$50.00 to \$500.00 to be determined by the MSR Competition Director.
- D. A violation of any rule relating to abusive conduct, intoxicants, narcotics, or unauthorized contact with track or MSR officials may be subject to immediate suspension without warning or notice.
- E. A driver determined to be rough driving may be immediately suspended from the event and subject to loss of points for the event and/or a fine to be determined by the MSR Competition Director.
- F. Any rough driving any time during an event, from warm ups until payout, on or off the track, will result in the driver and car being black-flagged, disqualified for the night, and removed from the racetrack. The driver will receive a six (6) race suspension and a \$250.00 fine. The driver will be placed on one-year probation. The driver's second offense will carry an indefinite suspension, not to be less than one (1) year from the date it was committed, and fined \$500.00.
- G. Any car failing to meet technical standards before the race can be denied permission to start the event. After a warning by MSR officials of an infraction prior to the feature event and the infraction is not corrected, the owner and driver will be subject to disqualification from the event. Any car that becomes unsafe or a hazard while on the track will be removed from the race.
- H. Any driver causing excessive delays in a race, such as multiple spins on his own or violating any rules procedures will be disqualified at the Competition Director's discretion.
- I. Any car making an honest attempt to participate in the program, but does not make the show will be paid the "honest attempt to compete" tow money.
- J. When a car gets pushed off for any race during the event, whether it is the heats, B, or A main race, the car and driver are as one unit. If for any reason either one cannot continue, both car and driver are finished for that race. No driver or car changes will be allowed after the initial push off for that race.
- K. Any car that tries to get his position back or goes anywhere but to the tail of the field after a second push off is immediately black flagged from the event and will be paid and receive points for the last position running at the time of his infraction.

II. MEMBERSHIP

DEFINITIONS (Registered Eligibility)

1. **CAR** - Any Sprint Car meeting MSR specifications.
2. **OWNER** - Any person actually having or possessing an interest in an eligible car.
3. **DRIVER** - Any person considered an experienced driver by the Pit Steward or Competition Director.
4. **CREW** - Any person actually assigned a repair or maintenance function of an eligible car.
5. **ASSOCIATE** - Any person who is accepted as an Associate Member and pays dues that remains in good standing.
6. **SPONSORS** - Any persons or company contributing in some monetary way to the maintenance or financial effort of the MSR or an eligible car.
7. **OFFICIALS** - The Competition Director, Pit Steward, Technical Inspector, Coordinator of Competition, Speedway Starter, Scorer. Any question during the running of the show will be directed to the Competition Director who is in complete charge of the show.
8. **TEMPORARY PARTICIPANT** - Any driver or owner who is not a current MSR member, but wishes to race an event, must purchase a temporary permit (TP) for a \$85.00 fee each or \$125.00 for a driver/owner which is good for one (1) race meet only. Anyone running a TP must start their heat in "scratch position".
9. **DUES** - Note: these fees include mandatory insurance where required.
 - a. CAR OWNER \$125.00
 - b. CAR OWNER/DRIVER \$225.00
 - c. DRIVER \$125.00
 - d. ASSOCIATE MEMBER/ MECHANIC \$125.00

10. MEMBERSHIP

APPLICATION - When an application for membership has been filed with the MSR, the appropriate dues paid for, in one of the four (4) classifications, and the application is approved by the MSR, said applicant will be considered registered and permitted to participate in all sanctioned MSR events and any earned racing points will be awarded from this point forward.

III. CONDUCT

A. The MSR expects and requires all participants in a MSR sanctioned event to conduct themselves in a respectable manner and to display proper sportsmanship. Any race team's authorized spokesman or unauthorized person making an abusive or unpleasant statement to an official may result in the race team being fined as follows:

- First offense - \$100.00
- Second offense - \$250.00 and a one event suspension
- Third offense - one calendar year suspension.

All fines will be taken from said race team's nightly payoff.

B. The car owner/driver shall be responsible for the actions of the pit crew while at any MSR sanctioned events. In addition, each pit crew member is equally responsible for his or her actions.

C. The owner and one other designated person shall be the only spokesman for their particular race team and/or crew. Designated team members are required to register with Competition Director at the event drivers meeting.

D. No member shall enter the scoring tower/scoring area or approach the starter's stand for the purpose of lodging a complaint or disputing a decision.

E. No member shall use abusive language or threaten bodily harm or equipment damage when addressing another member, MSR officer, or track official or subject such persons to unwarranted physical contact. Any improper behavior, as solely determined by MSR officials, may result in fines, loss of points and/ or suspension.

F. No driver or pit crew member shall drink intoxicants or use narcotics during any racing event. Any driver or pit crew member who arrives at a racing event and, in the opinion of the MSR officers, Pit Steward, or Competition Director, is under the influence of intoxicants or narcotics will be denied participation in that event.

G. When a car is started in the pit area, it is required that the driver be wearing his driving suit, seat belt, harness, and helmet properly fastened.

H. No speeding or unsafe driving by any vehicles will be allowed in the pit area and/or on the race track premises. Race Track speed limits to be followed at all times at all race tracks.

I. Any driver, while racing, who commits unnecessary contact or harassment or uses any driving tactic, whether intentional or not, that is considered dangerous by the Starter, Pit Steward, Competition Director, will be deemed to be rough driving and subject to suspension at future races and/or loss of points as determined by MSR officers.

J. Each DRIVER is REQUIRED to attend the event Driver's Meeting. If the driver is unavailable to attend, the team owner or a designated team representative may attend if necessary.

1. Failure to attend the Driver's Meeting will result in a \$50.00 fine and loss of Feature starting position. If a team is not represented by the Driver or Owner at the meeting, that car will start no better than the first position behind the night's inversion.

K. PENALTY LEVEL GUIDELINE FOR ALL RULE BOOK DIVISIONS AND DEFINITIONS

LOSS OF:

L1 Money and/or Points (\$50-\$200, 5-20 Points)

L2 Money (\$75-\$250), Points (10-40), and/or Loss of Position

L3 Money (\$100-\$400), plus Points (25-100), plus DQ (No points awarded for event)

L4 Money (\$250 +), Points (accumulated), Suspension (per rulebook)

IV. CAR RESTRICTIONS

A. ENGINES:

1. Unaltered sealed GM crate engine #88958602. Engine seal number must be documented as legal on the Race-1 website (even if the engine is completely sealed).
2. Race-1 (330-540-7223) will be the only authorized engine purchase/conversion facility. All 602 Crate Engine purchases and conversions must be completed by Race-1 and will be sealed upon completion with Race-1 issued seals as well as the GM factory seals. These special seals will be required to compete.
3. 604 oil pan is permitted if installed and sealed by Race-1.
4. Rear of cam may be tapped to run sprint style fuel pump and power steering pump.
5. HEI distributors with traditional coil and module only. Coil to remain inside the cap. Must purchase a rev limiter (part #MSD 8728 or #MSD8727CT). Chip #6200. Chip must be out of reach of driver.
6. No balancer upgrades permitted.
7. No type of vacuum pumps/evac systems on engine.
8. All crate engines must remain stock as they came sealed from the factory. Crate engines must not be altered, modified or changed from factory specifications.
9. Anyone found to have tampered with the rev limiters, sealed bolts, pushrods, valve springs, rocker arms, or any other part on/in engine will be suspended for 365 days and disqualified for the night and all points accumulated that season will be erased.
10. MSR reserves the right to impound an engine at any time for evaluation and further tech. MSR also may exchange your engine for another if it deems that you may be at a mechanical advantage.
11. Any engine that is found illegal will be forfeited to MSR. Any illegal parts will also be forfeited.
12. All engines should be purchased/rebuilt and resealed by Race-1.
13. The use of antifreeze is prohibited and can result in a one hundred-dollar (\$100) fine.

B. CHASSIS:

1. Dirt type only. Frame & body (including fuel tank) must be sprint car appearing.
2. Nerf bar on both sides, panels inside nerf bars are allowed. Nerf bar must be within 2" from side wall in and even to the sidewall out of both rear tires. Must be adequate to keep wheels out of the middle section.
3. Front bumper can be no longer than 24" from the center of the front axle to furthest point forward. No body work can go past the front bumper.
4. Engine, drive line, tail tank & rear end center section mounted in centerline of frame. Engine must be straight up.
5. Shocks must mount from frame to axle on the outside of frame nothing in between.
6. Front spindles may be steel or aluminum.
7. No torque arms or open drive lines allowed. Approved torque tubes are mandatory.
8. Aluminum rear axles are allowed
9. Left side radius rods and torsion bars must run on outside of frame.
10. Wheelbase to be 84"-92" maximum length and a 78" maximum width, offset of wheel to center of axle maximum 43".

C. EXHAUST:

1. Headers to be down tube sprint style only.
2. Cars may be required to install mufflers and pass a .98 decibel test.

D. CARBURETOR:

1. Quick fuel carburetor part # Q-650-CTA must remain box stock and must pass a gauge test.
2. Jets and power valves may be changed.
3. Carburetor must be mounted parallel to intake.
4. No air induction inserts or other devices to direct air to intake.
5. The measurement between the top face of the intake to the bottom surface of the carburetor is to be a maximum of 2 3/8" and no part of the spacer may protrude into the intake manifold.
6. **New For 2022** (Quick fuel carburetor part # Q-650-CTA is no longer manufactured)
650 GAUGE LEGAL METHANOL CARBURETORS
Throttle Bore Maximum 1.6875" (Must Pass Bo-Laws Go-No Go gauge tech inspector test)
Venturi Bore Maximum 1.250" (Must Pass Bo-Laws Go-No Go gauge tech inspector test)
NO Aerosol carburetors, Oval Venturi Bores, Annular Boosters or ICT Boosters
MUST HAVE working floats with float bowls front to rear (no sideways carburetors)

E. FUEL CELL/FUEL PUMP/FUEL:

1. Full sized sprint style fuel cell only. No midget fuel cells.
2. No electronic fuel pumps. Fuel pump must be mounted in stock location on engine or sprint style pump may be used.
3. Only straight alcohol (methanol) allowed.
4. An approved fuel bladder is mandatory.
5. No gasoline, nitro, or nitrous systems.

F. SUSPENSION:

1. Four corner torsion bar only, torsion arms must lie on top of front axle. Torsion bars must run from side to side.
2. No coilovers.
3. Rear ends must use conventional Jacobs's ladder mounting.
4. Front track bar only standard mounting (right side frame left side axle).

G. AXLES:

1. Front axle to be a maximum of 51". Rear axle to be a maximum of 52" – 1" offset maximum. Two-piece front axles are not permitted.
2. Safety pins are required in the outer ends of the rear axle to keep the nut from coming off.

H. STEERING:

1. Left hand sprint car steering gear only.
2. Steering drag link must go from steering arm to pitman arm. Nothing in between.
3. Drag link tether mandatory.
4. Steering wheels must have a quick release hub.

I. SHOCKS:

1. Unaltered nonadjustable A) Pro WB, Pro A or AC series and B) Integra #310-421xx are the only permitted shocks.
2. Split valve shocks are permitted.
3. Shrader valves are not permitted.
4. No bump-stop or bump spring technology permitted.
5. No coil over springs.
6. Shocks will have a Two Hundred and 00/100 Dollar (\$200.00) claim per shock exchange.

J. BRAKES:

1. Brakes must be in good working order at all times.
2. Steel rotors only.

K. HUBS:

1. Must run 6 lug nuts on right front or one nut knockoff with pressure plate.

L. WINGS/BODY PANELS/BUMPERS:

1. A top wing is mandatory and may not extend beyond confines of a line parallel to the outside of the rear tires.
2. Only standard sprint car wings allowed. No supermodified style wings.
3. 25 sq.ft. maximum area, 5'x5' only with a 1" maximum wicker bill height measured from top surface of wing, must be flat and of continuous even height from side board to side board.
4. Dished or flat wings allowed.
5. No wing adjustments from the cockpit will be allowed. No hydraulic cylinders or valves, no levers or cables for adjustment will be allowed.
6. Rear adjustment of top wing must be fastened with quick release pins.
7. Rear wing stand/bracket must have side to side stabilizing support bracing.
8. Side board to be a maximum of 30" x 72".
9. Front or nose wings are allowed. Maximum nose wing size is 6 sq.ft. Maximum width is 37". Single element only, 1" maximum wicker bill height measured from top surface of wing, must be flat and of continuous even height from side board to side board.
10. Front air dams may be no wider than the frame.
11. No aerodynamic surfaces or panels outside of main frame rails except for top wing and nose wing per specifications.
12. No more than 1" lip on rock panel behind driver and cannot extend rearward beyond the rear roll cage.
13. Only two vertical lips or rails may be on the hood surface and may not be more than 1" high.
14. Cockpit right side panel must be where driver can see out the right side when sitting in car. Cockpit side shields not to extend rearward.
15. Right & left nerf bars are required.
 - a. Flat aluminum panels inside and or even with the outer edge of nerf bars are allowed. Side panel designs and/or surfaces that, in the sole discretion of MSR officials are intended to trap, alter and/or direct airflow for the purpose of gaining an aerodynamic performance advantage will not be permitted.
16. Front & rear bumpers are required but must be sprint car appearing and must be inside frame rails.

M. TIRES/WHEELS:

1. Chemically soaking of tire will NOT BE PERMITTED AND/OR TOLERATED. If tires are to be found chemically soaked, they will be confiscated, and driver will be disqualified and/or fined.
2. All wheels may be steel or aluminum. Maximum 10" front wheels. Maximum 18" rear wheels.
3. Bleeders are not allowed.
4. SEE TIRE ADDENUM "A" and TIRE ADDENDUM "B"

N. WEIGHT:

1. All cars to weigh a minimum of (1,650 lbs.) to be measured after the feature or at a MSR official's discretion, wet or dry with the driver in the driver seat with helmet as if race ready.
2. All attached on weight MUST be securely fastened to car in front of firewall between main frame rails and must be painted white with car number for identification.

O. MIRRORS/RADIOS/SCANNER:

1. Mirrors will not be permitted.
2. The use of two-way radio communication is prohibited at all times and any communication between pit crew and driver will result in complete disqualification.
3. A one-way receiving radio scanner locked to **frequency 454.000** is mandatory and must be operational at all times.

P. PAINTING/NUMBERS:

1. All cars must be professionally painted, neat in appearance and professionally lettered at all times.
2. Numbers must be approved by MSR OFFICIALS and must be professionally painted on both sides of the wing. Numbers must be 16" tall and offer contrast to the color of the car.
3. DUPLICATE CAR NUMBERS WILL NOT BE PERMITTED!!
4. All car numbers must be registered with MSR OFFICIALS regardless if number competed in previous years.

NOTE: No carbon fiber or titanium permitted anywhere (titanium is permitted internally in the rear-end). No aluminum bolts permitted. The use of traction control is prohibited. No cockpit adjustments of any kind (weight jacks, shocks, wing sliders etc...). **Brake adjusters are okay.**

NOTICE/WARNING: All part numbers must be visible and unaltered. If part number is not legible or has been altered in any way, it will be determined to be illegal and not permitted for use. If any items are found to be illegal, MSR Officials reserve the right to confiscate any illegal parts.

REMEMBER: MSR and its officials reserves the right to change specifications/procedures/competition rules and add/or subtract cars to the field at any time. Those who sign-in and/or start in an event agree to be governed by these rules and by all decisions of MSR and its officials.

V. SAFETY AND DRIVER RESTRICTIONS

A. EQUIPMENT

1. Mandatory Items Required:
 - a.) fuel cell with bladder. (Foam baffling recommended)
 - b. Quick release steering wheel.
 - c. Nomex Underwear.
 - d. One piece driving suit, minimum two layer, and gloves made of Nomex.
 - e. Full faced helmet, 2015 Snell SA equivalent or newer.
 - f. Arm restraints.
 - g. 5 point seat belts. No more than three years old.
 - h. Shoulder harness must loop frame at shoulder height.
 - i. Mandatory shut off switch within easy reach of the driver or the outside rescue crew in case of an accident.
 - j. Mandatory fuel line shut off valve, that clearly indicates "OFF", within easy reach of the driver or the outside rescue crew in case of an accident.
 - k. Mandatory shut off switch, that clearly indicates "OFF", within easy reach of the driver or the outside rescue crew in case of an accident.
 - l. One way radios that enable driver to hear MSRSS officials.
2. Required items:
 - a. Side head rest.
 - b. Roll bar padding.
 - c. Horse Collar or a head and neck restraint.
3. Recommended items:
 - a. Hutchens or Hans type safety device.
 - b. Center steering wheel crash pad.
 - c. FIRE SUPPRESSION SYSTEM

VI. PROGRAM PROCEDURES

A. **THE INTERPRETATION AND APPLICATION** of all rules contained herein as well as all amendments, supplements, and revisions that may be implemented, shall be at the sole discretion of the MSR officers and Competition Director.

B. **ALL CARS ARE SUBJECT TO INSPECTION** by the technical inspector and Competition Director or their designee at any sanctioned event.

C. **ALL CARS, DRIVERS, AND OWNERS MUST BE REGISTERED** with the MSR with dues current and in good standing to compete in any MSR events to receive points.

E. HOT LAPS

1. Hot lap sessions will be determined by the Competition Director.
2. Each competitor that hot laps in order, as determined by the event pill draw, will receive hot laps. Each competitor that is not in order for a designated hot lap session, as determined by the event pill draw, will not be allowed to hot lap in that hot lap session.
3. Any obvious problem by any competitor (motor does not fire, flat tire etc.) , as determined by, and at the discretion of the Competition Director, will be allowed to hot lap out of the event pill draw order.

F. QUALIFICATION

1. Qualifying order will be determined by the Competition Director.
2. In the event time does not permit qualifications, all heat race starting positions will be based on competitors current points or event pill draw, with inversion.
3. Cars arriving after sprint qualifying has ended will not be allowed to qualify.
4. Non-qualifiers will start at the back of all events.
5. Each competitor that qualifies in order, as determined by the event pill draw will receive two consecutive laps, with no spin out or wave off allowance. Each competitor that qualifies out of order, as determined by the event pill draw, will receive one qualifying lap, with no spin out or wave off allowance.
6. The above procedures may be altered by and at the discretion of the Competition Director.

G. HEAT RACES

1. Under normal circumstances, all heat races will be aligned in a staggered and inverted order with six cars being inverted in each heat race.
 - a. Cars earning a feature starting spot will get their qualifying times back.
 - b. Non-qualifiers will start at the discretion of the Competition Director.
 - c. Number of heat races, and number of cars transferring to A-main will be dependant on total number of cars.
 - d. The above procedures may be altered by the Competition Director.

H. B-MAIN

1. Cars not qualifying for the feature through heats will run the B-Main, getting their times back with no inversion.
2. DNQ's will start last in B-Main and feature.
3. Cars advancing to the feature get their qualifying times back.

I. A-FEATURE

1. Lineup determined by finish of preliminaries and qualifying times with invert determined by the draw. Fast time will draw the feature invert after the heat races. In the event there is no qualifying, winner of the first heat will draw. Scratches will be filled from B-Main.
2. The above procedures may be altered by the Competition Director.
3. Invert dice numbers 4, 6, 8, 10

J. DRIVER/CAR CHANGE

1. PERTAINS TO ALL RACES EXCEPT THE FEATURE:
 - a. A driver can change cars and run the event for which the car is qualified. (must start last).
 - b. A driver and/or car will run one heat race only.
 - c. If a driver qualifies more than one car, points are awarded for only the last car qualified.
 - d. A car will be qualified by one driver only.
2. FEATURE RACE, a car or driver must have earned a starting position. It could be a different car and driver, but they both have to have earned starting positions.

K. START AND PARKS

1. The practice of start and park is strictly prohibited.
2. Determination and penalty will be at the sole discretion of the Competition Director.

VII. RACE PROCEDURES AND RULE APPLICATIONS

A. RACE STARTING PROCEDURE

1. After two unsuccessful attempts to start a race, a single file restart will be used.
2. Competitors will start or restart at the rear of their respective event if they go to the pits for any reason or if they stop for any reason not listed below.
 - a. For a red flag they did not cause.
 - b. Stopped on the track by an official.
 - c. You can stop on the track near an MSR official if your seat belts come loose, or any other safety concern.
3. Disqualification can occur if you work on a car on the track, or in an area that would prevent a safe restart, or if you're not ready to restart when we give the one to go signal.
4. Competitors will be allowed two assisted starts per event in which they are in. Getting pushed off does not constitute as an assisted start.
5. Crew members are not allowed on track when a yellow is out. Crew members cannot check a car on the track. Inspection of any car by the crew must go to the pits, unless they are stopped by an official.
6. If the car and driver can be on the track and ready to race before the one lap signal is displayed, they will be allowed to start at the rear of the field.
7. You will be penalized two positions: (on the next available restart, or at the finish of the race) if:
 - a. The pole car (inside or outside) picks up speed before the designated starting spot on the start.
 - b. A competitor that jumps on any start or restart:
 1. Jumping: Any part of your car even with any part of the car in front of you before Your car has reached the designated starting spot.
 2. Single file restarts the cars must be nose to tail in close formation.
 3. Regaining the proper starting position before reaching the designated starting point does not erase the jump.
 - c. Competitors should consider jumping as a judgment call and is not reversible. The call is made by the MSR officials.

8. Rough driving and/or unsportsmanlike conduct infractions are subject to penalties determined by the Competition Director.
 - a. Includes anyone connected with the car.
 - b. Includes conduct on or off the track.
9. Thirty yellow flag laps after the first green will constitute a fuel stop, unless otherwise directed by Competition Director at the drivers meeting.
10. The Competition Director's decision will be final.
11. Any car that causes a yellow flag to be thrown will go to the tail of the race.
12. In the event of a red flag, no one shall enter the track without approval of a MSR official. If a crew member enters the track without approval the car in which they are associated with will be disqualified.
13. No more than 2 crew members per car allowed on the track
14. No jacks or any other type of lifting device allowed on the track.
15. Removal or replacement of anything on the car must be done in the pit area only. Car will then be placed at the rear of field.
16. Any car that causes a yellow flag to be thrown and or stops during the event designated and flagged live WARM UP LAPS will receive a starting position penalty. Any car that unavoidably stops due to or because of another competitor causing a yellow flag to be thrown during the event designated and flagged live WARM UP LAPS will not receive any starting position penalty. The Competition Director's decision will be final.

17. DOUBLE FILE RESTART PROCEDURE

A. After any Caution Flag is displayed, cars will be realigned in the order in which they were running on the last completed lap as scored with lead lap cars first, then 1 lap down cars, etc.

After field is realigned, the leader will have the option to choose the inside or outside starting position and all odd position cars, (3rd, 5th, 7th, etc.) must line up in the same lane. 2nd place starter and all other even position cars will restart in the opposite lane.

If, after 1 attempt at a double file restart, a lap is not completed, then a single file restart lineup will be used until a lap can be completed.

B. The last 3 laps of any Heat race, or the last 5 laps of any B-main/Last Chance Qualifier or A-Feature will be single file restart only. All initial starts and restarts will occur at the starting cone position.

C. On any restarts cars that are one or more laps down will restart behind lead lap cars in order they were running at the red or yellow flag.

B. DECAL AND DRIVER UNIFORM MUST SEE RACING PATCH REQUIREMENTS

1. All participants must display required decals and uniform identification logos/patches as required by the MSR organization to be allowed to compete. (See attached diagram P-21)
2. Contingency sponsors: to be eligible for contingency sponsorship awards each participant must follow the requirements of each company. i.e. decals, patches, product, etc. These requirements will be provided.

3. The bottom 8" of the outside section of the top wing side panels and the inside section of the Left side top wing side panel are the designated contingent sponsor logo placement areas.
4. Any registered car that does not have the MSR required decals properly placed on the car and or any registered driver who does not have the MSR required uniform patches properly placed on the drivers uniform, beginning at the next event after a MSR written rules violation communication, will be penalized two (2) points for each citation.

C. FIGHTING

1. In pits or on race track will result:
 - a. First offense, \$250 fine.
 - b. Second offense, \$500 fine, and six (6) race suspension.
2. Physical contact with MSR or track official:
 - a. First offense, \$500 fine, six (6) race suspension.
 - b. Second offense, \$1,000 fine, suspension for one calendar year.

D. VERBAL ABUSE

1. Any competitor that verbally abuses a series official by using profane and/or disrespectful language is subject to a fine of \$100.00 for the first offense, \$250.00 and a one-race suspension for the second offense. More than two offenses will be subject to a one calendar year suspension.

Note: The above penalties are to be considered a basic guideline. Additional penalties can be considered depending on the severity of the infraction.

VIII. ALCOHOLIC BEVERAGES AND ILLEGAL DRUG

- A. **USE OF ANY ILLEGAL DRUGS** before, during, or after racing on the track premises is PROHIBITED.
- B. **THE CONSUMPTION OF ALCOHOLIC BEVERAGES** before the entire race program has been completed is PROHIBITED.
- C. **PENALTIES**
 1. Suspension from six (6) MSR events.
 2. \$250.00 fine, must be paid before returning to the pits for any MSR event.

IX. ROOKIE PROGRAM

A. ROOKIE ELGIBILITY REQUIREMENTS

1. Have not run more than four races with MSR on pavement.
2. All rookie points will coincide with MSR standard point system.
3. All rookies will start last in all events the first night.
4. Rookie is defined as a driver who has little or no sprint car experience.
5. Final decision for rookie eligibility will be made by Competition Director.

X. PROTEST PROCEDURES

A. GENERAL POLICIES

1. All protests must be submitted to the Competition Director, in writing, within fifteen (15) minutes after the official finish of the race is announced.
2. A \$250.00 fee for each item protested must be given to the Competition Director at the time of the protest. If a car is illegal, protested car receives back \$250.00 protest fee. If car is legal, protester forfeits \$250.00 protest fee.
3. Refusal to allow inspection under any protest will be considered as car being illegal and said car will be disqualified.

XI. MISCELLANEOUS

A. PRACTICE

1. Practice or testing by any event competitor, driver and/or race car is not allowed at any MSR event race tracks, for a period of five (5) days prior to the scheduled event at said race track.
 - a. Penalty - Any team found practicing at a race track within FIVE days before an MSR race will be fined \$250.00 and will start last in all events.
2. Practice or testing by any event competitor, driver and/or race car will be allowed at all MSR event race tracks, at any time, that a MSR open, sanctioned and approved OPEN TESTING for all competitors, drivers and/or race cars is scheduled by MSR.

B. ALL TERRAIN VEHICLES AND PUSH VEHICLES

1. Any vehicle used for pushing sprint cars must have the car/ team number displayed on the vehicle. Vehicle can only be used for the purpose of pushing sprint cars. Unsafe operation of push vehicles will not be tolerated. No atv's or push vehicles will be allowed on track during red flags unless it is authorized by a MSR official.

C. AGE REQUIREMENTS

1. Driver must be at least 16 years of age, or become 16 years of age in the year 2023. Any driver under the age of sixteen (16) must have written authorization from the event track you are competing at including fulfilling all MSR participant insurance carrier and any local, state or federal law requirements. An original copy must be delivered to and approved by the MSR Competition Director before you will be allowed on the track.
2. MSR officials, at their sole discretion and choice, have the right to accept or reject any driver application /registration to compete.

D. PROVISIONALS

1. Two provisional starting position may be offered at each event.
2. Car owner with highest percentage of races competed, with a minimum of 80% attendance, will be offered the provisional. If more than one car owner has the same percentage, car owner points will be used.

3. Car will start at the tail of the field.
4. Car owner who accepts to use a provisional, will "buy" their way into the A-main. The difference between tow money, and A-main start money will be subtracted at payoff.
5. Maximum of 2 provisional starts may be used per car, per year.
6. The first two events, provisional starts will be based on Competition Directors choice.
7. MSR may, at their sole discretion and choice, add provisional starting positions.

8. TEMPORARY PARTICIPANT - Any driver or owner who is not a current MSR member, but one wishes to race an event, must purchase a temporary permit (TP) for a \$75.00 fee which is good for (1) race meet only. Anyone running a TP must start their heat in "scratch position".

XII. POINT SYSTEM

- A. Points are accumulated for car owners and drivers.
- B. Car owner and Driver must be a registered member with the MSR to earn points.
- C. If a driver/ car change occurs after the first event, owner points will only be awarded to the original owner. First event is the first hot lap session.
- D. 25 "Show Up" Points:
 1. Will be awarded to any car attempting to compete.
 2. In the event of a rain out, show up points will only be awarded if the car is signed into the pits and ready to race.
- E. Points may not be added together for more than one car number. If an owner has two or more cars they can not have the same number (00 & 00s). Each car must be registered with proper number. Points may not be transferred from one car to another.
- F. Heat race, B-main, A-main: See below chart.
- G. Current points standing will be posted on mustseeracing.com the week following an event.

H. PROTESTS

1. Any points standing protests must be made in writing via email and or registered mail to Designated MSR officials within 48 hours after said points have been posted on mustseeracing.com drivers points section.

100 Point System

Pos.	QUALIFYING	HEAT	B MAIN	FEATURE
1 st	15	10	5	50
2 nd	12	7	4	47
3 rd	10	5	3	44
4 th	8	3	2	42
5 th	6	2	1	40
6 th	5	1	15	38
7 th	4	1	14	36
8 th	3	1	13	34
9 th	2	1	12	32
10 th	1	1	11	30
11 th	1		10	29
12 th	1		10	28
13 th	1		10	27
14 th	1		10	26
15 th	1		10	25
16 th	1			24
17 th	1			23
18 th	1			22
19 th	1			21
20 th	1			20

XIII. OWNERS COUNCIL

- A. An Owners Council, appointed by MSR officials, consisting of three MSR registered owners shall be put in place to represent to MSR officials the opinions, interest and ideas of registered MSR car owners.
- B. The Owners Council shall present, on behalf of any MSR registered member who is in good standing any 2023 MSR rule book grievance, dispute or issue within the appropriate time frame to MSR officials.
- C. Meetings: The Owners Council shall meet at such places and at such times as are necessary for the efficient and prompt disposition of its business. Meetings may take place with members of said Owners Council and designated MSR officials via telephone, teleconference, video conference, computer conference, in person and/or any other forum as designated and agreed to by the Owners Council and MSR designated officials.
- D. The Owners Council shall manage and provide in writing, before each event to the MSR Competition Director the following MSR 2023 rule book requirement.

The owner and one other designated person shall be the only spokesman for their particular race team and/or crew. Designated team members are required to register with Competition Director at the event drivers meeting. See **III. CONDUCT** section C, Page 5

XIV. SOCIAL MEDIA POLICY

In the fast evolving world of digital media, social media can mean many things. Social media includes all means of communicating or posting information or content of any sort on the Internet, including to your own or someone else's web blog, journal or diary, personal web site, social networking or affinity web site, web bulletin board or a chat room, whether or not associated or affiliated with MSR, as well as any other form of electronic communication. The most common forms of social media are Facebook and Twitter, but continue to evolve with Instagram, Snapchat and other forms of peer-peer and user-generated content sites.

Even though these forums may seem informal, often they are home for people who choose to vent frustration. **Ultimately, you are solely responsible for what is posted online from accounts managed by yourself, or those you may be responsible for (your children under 18).** Before creating online content yourself and/or allowing others the ability to post online content for you, consider some of the risks that you may pose. Keep in mind that any of your conduct that adversely affects MSR, our track partners, our sponsors and all other members and participants of MSR may result in disciplinary action up to and including suspension.

This new Social Media policy applies to all MSR Competitors and Officials. A Competitor is a Driver, Entrant, Family Member, Crew Member, or any other individual or entity who is a Member and participates competitively in a MSR Sanctioned Event. An Official is any and all authorized MSR officers, employees, agents, representatives, and subcontractors. MSR reserves the right to apply the policy to other Members as it deems appropriate.

This new policy is in effect immediately and will be posted on all MSR rulebooks and websites for members. For 2023, this policy will become part of the annual waiver and credentialing process.

THE SOCIAL MEDIA GUIDELINES/RULES

Carefully read these guidelines, as well as the Rule Book, and ensure your postings are consistent with these policies. **Inappropriate postings that may include discriminatory remarks, harassment, and threats of violence or similar inappropriate or unlawful conduct will not be tolerated and may subject you to disciplinary action up to and including suspension.**

BE RESPECTFUL

Always be fair and courteous to others. Also, keep in mind that you are more likely to resolve complaints by speaking directly with others than by posting complaints to a social media outlet. Nevertheless, if you decide to post complaints or criticism, avoid using statements, photographs, video or audio that reasonably could be viewed as malicious, obscene, threatening or intimidating, that disparage others or that might constitute harassment or bullying. Examples of such conduct might include offensive posts meant to intentionally harm someone's reputation or posts that could contribute to a hostile trackside environment on the basis of race, sex, disability, religion or any other status protected by law, rule or policy.

BE HONEST AND ACCURATE

Make sure you are always honest and accurate when posting information or news, and if you make a mistake, correct it quickly. Be open about any previous posts you have altered. Remember that the Internet archives almost everything; therefore, even deleted postings can be searched. Posts are "on the record" and available to the media, public, sponsors, and other business partners and subject to discovery in litigation matters. Never post any rumors, speculation or information about MSR or others until an official announcement, release or other post by official social media accounts has been made to the public and media.

DO NOT RETALIATE

MSR prohibits taking negative action against any Member or other for reporting a possible deviation from this policy or for cooperating in an investigation. Any Member who retaliates against another Member or other for reporting a possible deviation from this policy or for cooperating in an investigation will be subject to disciplinary action, up to and including suspension.

MSR RESERVES THE RIGHT TO MODIFY THIS POLICY AS IT DEEMS APPROPRIATE IN ITS DISCRETION.

FOR MORE INFORMATION

Of course, nothing in this social media policy is meant to discourage Members from exercising their rights to use social media. Social media plays an integral role in reaching out to and growing our fan base. It is a way to give fans direct interaction with MSR, drivers, teams, tracks, and sponsors. This policy, if used correctly, will only enhance and brighten this experience for all parties involved.



LOGO PLACEMENT



LEFT SIDEBOARD - OUTSIDE



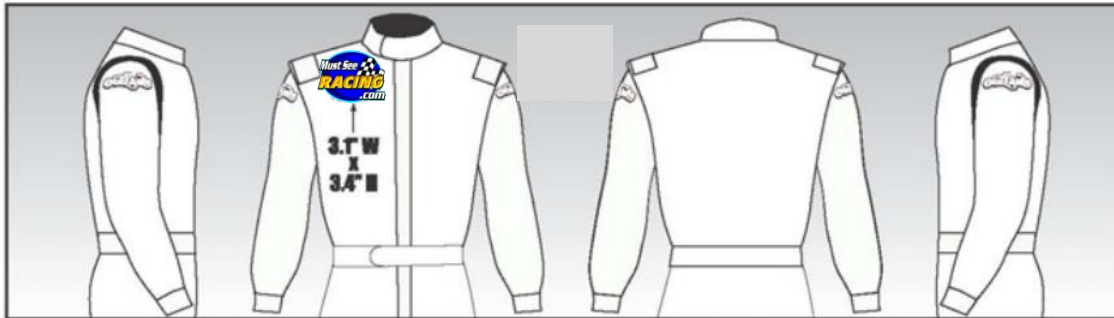
LEFT SIDEBOARD - INSIDE



RIGHT SIDEBOARD - OUTSIDE



RIGHT SIDEBOARD - INSIDE



DRIVER UNIFORM - REQUIRED PLACEMENT

**MUST SEE RACING TO PROVIDE:
TWO (2) WING DECAL KITS
TWO (2) UNIFORM PATCH KITS.**

ADDITIONAL DECAL KITS \$50.00

MSR TIRE RULES ADDENDUM "A"

1. All four wheels shall be **AMERICAN RACER** tires:
 - a. Left Front **M28** 23.5/10/15
 - b. Right Front **131** 24/11/15
 131 23.5/10/15
 - c. Left Rear **130** 26.0/13.5-15
 130 25.5/13.5-15
 130 25.0/13.5-15
 - d. Right Rear **132** 28.0/17.0/15
2. The official 2023 MSR tire supplier is AMERICAN RACER GREAT LAKES
All tires are required to be registered by MSR.
3. All tires, with approved MSR identification bar coding, must be obtained from a MSR official tire Supplier, registered with and inspected by MSR officials before a car is allowed to compete.
4. ONE (1) MSR APPROVED right rear, left rear and right front tire allowed for each race car per event. MSR officials will designate, by advance notice and on mustseeracing.com events/tracks where an unlimited amount of tires will be allowed.
5. Teams are allowed to use one, **used**, right rear for B Main.
6. "Used" tires will only be approved to compete if tire was ran at a MSR sanctioned event, MSR sanctioned test session or MSR sanctioned open practice.
7. Any car, for any reason, requesting to compete on a non- pre registered tire must obtain Race Director approval and at the sole discretion of MSR officials, may be allowed to start last.
8. Changing any tire at any time during a race will result in car restarting at the rear of the event.
9. Any solvents or chemicals applied to the tire that alter the chemical makeup of the compound or have the effect of altering tire durometer is prohibited.
10. Penalties for use of any illegal solvents or chemicals
 - a. Loss of all points for the night. b. Forfeiture of all earnings for the night.
 - c. A fine equal to the amount of the forfeiture. Fines must be paid before competing in another MSR event.

11. Penalties for use of any illegal, unregistered tire will be determined by MSR officials and may result in fines, penalties and/or suspension.
12. The Competition Director, upon his own judgment, assessment and determination, can alter the tire limit rule, when a competitor and/or race car has experienced an unusual and/or special circumstance.

The tire rules are designed for the financial benefit of the race teams and to provide a fair, safe, competitive and level playing field for all competitors. Tire rules may be changed with advance notice for the safety, competitive balance and/or financial benefit of the race teams.

MUST SEE RACING, L.L.C.
APPROVED TIRE SUPPLIERS

AMERICAN RACER GREAT LAKES
540 DANFORTH STREET
COOPERSVILLE, MI 49404
MARK DISCH
800-472-2464
mdisch@portcityracing.net

MUST SEE RACING, L.L.C.
11255 GLEN HILL LANE
HOLLY, MI. 48442
JAMES G. HANKS JR.
248-762-1732
hmsinc98@aol.com

THERE WILL BE NO TIRE MOUNTING SERVICES PROVIDED AT EVENTS



2020 MSR TIRE RULES ADDENDUM "B"

TIRE TESTING PROCEDURE

Any MUST SEE RACING event participant, including car owners, drivers and or team representatives that refuse or decline to follow the below tire testing guidelines and procedures as requested or directed by MSR officials will be subject, but not limited to, certain penalties per the MSR rule book.

TEST DETERMINATION

Any and all testing decisions, requests or determinations are at the sole discretion of MSR officials. The car owner, driver and or team representative will remain anonymous throughout the testing process.

TIRE TEST SAMPLES

The race team to provide a minimum of three (3) two inch by two inch (2" x 2") full tire(s) samples, placed , SEALED and signed in the MSR provided BLUE RIDGE LABS CONTAINER and EVIDENCE BAG as directed and witnessed by a MSR official.

CHAIN OF CUSTODY

The SEALED EVIDENCE BAG will be sent via FEDEX or UPS by a MSR official to Blue Ridge Labs in Hudson, North Carolina for MSR rule book compliancy testing.

DOCUMENTATION

MSR to provide Blue Ridge Labs properly documented type of tire including "Date Code" for benchmark determination.

TIRE TESTING RESULT PROCESS

MSR will receive a Blue Ridge Labs report stating the sample (see Evidence Bag) was received in good order and a submitted sample bench mark compliancy determination report. If the report indicates non benchmark conformance an additional chemical analysis report may be requested and provided.

PENALTIES FOR BENCHMARK AND/OR MSR RULE BOOK NONCONFORMANCE

Loss of event purse and points with possible fines and suspension per the MSR rule book. Event Payoff for any team undergoing chemical analysis/benchmark testing may be held by MSR officials until test results are determined. All testing and resultant MSR actions, if any, are final.



PARTICIPANT NAME _____

PARTICIPANT ADDRESS _____

PARTICIPANT CELL PHONE # _____

PHONE # _____

PARTICIPANT EMAIL _____

PARTICIPANT SIGNATURE _____

EVENT TRACK _____ **EVENT DATE** _____

TIRE BRAND & COMPOUND _____

TIRE SERIAL# _____ **TIRE DATE CODE** _____

DATED _____

MUST SEE RACING OFFICIAL _____

MSR OFFICIAL SIGNATURE _____

DATED _____



RULE BOOK ADDENDUMS AND CLARIFICATIONS

2023 REVISION SUMMARY: RULE/ VIOLATION PENALTY LEVELS
WICKER BILLS
FRONT BUMPER
NERF BAR PANELS

RECOMMENDED FIRE SUPPRESSION SYSTEM



2023 RULE BOOK REVISIONS FROM 2022

As of 12/28/22

III. CONDUCT

K. PENALTY LEVEL GUIDELINE FOR ALL RULE BOOK DIVISIONS AND DEFINITIONS

LOSS OF:

L1 Money and/or Points (\$50-\$200, 5-20 Points)

L2 Money (\$75-\$250), Points (10-40), and/or Loss of Position

L3 Money (\$100-\$400), plus Points (25-100), plus DQ (No points awarded for event)

L4 Money (\$250 +), Points (accumulated), Suspension (per rulebook)



2023 RULE BOOK REVISIONS FROM 2022

As of 12/28/22

IV. CAR RESTRICTIONS

A. WINGS/BODY PANELS/BUMPERS:

3. 25 sq.ft. maximum area, 5'x5' only with a 1" maximum wicker bill height measured from top surface of wing, must be flat and of continuous even height from side board to side board.

9. Front or nose wings are allowed. Maximum nose wing size is 6 sq.ft. Maximum width is 37". Single element only, 1" maximum wicker bill height measured from top surface of wing, must be flat and of continuous even height from side board to side board.



2023 RULE BOOK REVISIONS FROM 2022

As of 12/28/22

IV. CAR RESTRICTIONS

A. CHASSIS:

1. Dirt type only. Frame & body (including fuel tank) must be sprint car appearing.
2. Nerf bar on both sides, panels inside nerf bars are allowed. Nerf bar must be within 2" from side wall in and even to the sidewall out of both rear tires. Must be adequate to keep wheels out of the middle section.
3. **Front bumper can be no longer than 24" from the center of the front axle to furthest point forward. No body work can go past the front bumper.**



2023 RULE BOOK REVISIONS FROM 2022

As of 12/28/22

IV. CAR RESTRICTIONS

A. WINGS/BODY PANELS/BUMPERS:

15. Right & left nerf bars are required.

- a. Flat aluminum panels inside and or even with the outer edge of nerf bars are allowed. Side panel designs and/or surfaces that, in the sole discretion of MSR officials are intended to trap, alter and/or direct airflow for the purpose of gaining an aerodynamic performance advantage will not be permitted.



2023 RULE BOOK REVISIONS FROM 2022

As of 12/27/22

Sprint Car Fire Suppression System RECOMMENDATION

VI. SAFETY AND DRIVER RESTRICTIONS

A. EQUIPMENT

3. Recommended items:

- a. Hutchens or Hans type safety device.
- b. Center steering wheel crash pad.

c. FIRE SUPPRESSION SYSTEM

- 1.) A fire suppression system that meets the SFI 17.3 specification must be installed and functional in all race cars at all times when competing with MSR.
- 2.) The fire suppression system must include a thermal trigger and a manual trigger, both mounted in the driver's compartment. The thermal trigger must be in the lower area of the drivers compartment forward of the seat near the area of the fuel pump. The manual trigger must be mounted within reach of the driver on the forward left-hand side of the cockpit. A minimum of one nozzle must be mounted in the lower area of the cockpit forward of the seat.
- 3.) The DOT approved cylinder manufactured of aluminum or steel must be securely mounted to the frame per the manufacturer's instructions and the discretion of the Must See Racing Series Officials. The cylinder must have a minimum capacity of 5 lbs.

4.) The system must be fully charged and display a legible and valid SFI 17.3 and manufacture label, easily viewable at any time by Must See Racing Series Officials. Cylinders that are beyond useful certification date must be inspected, serviced and re-labeled by the manufacture.

5.) If a nozzle is connected to the cylinder with a line, the line must be steel or steel reinforced and must be triggered at the end of the line.

Suggested Manufactures:

- Lifeline Fire & Safety USA, 540-251-2724
- Safety Systems Inc. (Firebottle), Ft Myers, FL, 239-995-6300
- Spa Technique Inc. Indianapolis, IN 317-271-7941
- Safecraft Safety Equipment, Martinez, CA, 800-400-2259