

MUST SEE RACING, LLC 2024 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 **2024**, 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 may have 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)

DRUG TESTING

- a. Random drug testing may be conducted. One driver will be randomly selected at selected MSR events. Testing may occur before or after the program is complete. The chosen driver will be tested at that event. In the event of a failed drug test, ONLY the driver and ONE MSR official will have this information. The sample will then be sent for lab analysis. If the sample indeed tests positive for a known banned substance, then the driver ONLY will be notified. The driver is then allowed the opportunity to test again PRIOR to the start of the next event. If the test is clean, then he will be allowed to compete. A second failed drug test will result in disqualification for the remainder of the season.
- b. In the event a driver fails a drug test, MSR reserves the right to test that driver periodically for up to one year.
- c. Drug testing results will not be shared with any other sanctioning bodies, race tracks, or race teams. The DRIVER tested is the ONLY one who will have access to their drug test results.
- d. MUST SEE RACING reserves the right to test any driver at any time.
- e. If you are caught attempting to cheat the drug test system you will automatically be disqualified from the balance of the season.

IV. CAR RESTRICTIONS

A. MUFFLERS

1. Mufflers are mandatory.
2. They shall have a 100-decibel limit maximum, as measured by local authorities.

B. WEIGHT

1. Race cars with engines larger than 360 CID must weigh a minimum of 1600 pounds with driver, after the race. Cars with 360 CID or less must weigh 1500 pounds with driver, after the race.
2. Added weight must be bolted on, safely and securely, to and within the confines of the frame rails.
 - a. Cars will be weighed at the post race inspection immediately following the feature event.
 - b. Crew will remain clear of their cars until the inspection has been completed.
 - c. MSR scales to be used unless otherwise specified by the Competition Director.
 - d. Top three finishers will be weighed and one additional car, at random, after the feature.
3. Penalties
 - a. The penalty for not making weight:
 1. Loss of all points for the night.
 2. Loss of all earnings for the night.
 - b. Penalty for interfering with inspection process:
 1. If the infraction is someone getting too close, or in the way, a \$25.00 fine will be assessed on the team the crew member represents and will be deducted at payoff.
 - c. If the infraction involves a crew person making physical contact with the car before the inspection process has been completed, the car becomes subject to immediate disqualification at the discretion of the MSR Competition Director.
 - d. Failure to report directly to the scales, as directed by the Competition Director at the event drivers meeting, will result in disqualification for that event.

C. ENGINES

1. Steel and aluminum blocks allowed.
 - a. Overhead cam engines prohibited.
 - b. Engine size is limited to a maximum of 410 CID.
2. Penalties for an oversize engine, or refusing inspection:
 - a. Loss of all points for the season.
 - b. Forfeiture of all earnings for the event.
 - c. A fine equal to the amount of the forfeiture. Fines must be paid before competing in another MSR event.
3. Top three feature finishers may be pumped, or the top two and one at random. Cars can be pumped before the races, by appointment. Once a car is pumped, they are to be sealed and tagged. Two intake manifold bolts must be drilled to allow for the engine to be sealed by an MSR official.
4. Ignitions
 - a. A Vertex – Mallory point style magneto with internal or external coils or MSD Ignition allowed.
 - b. All engine electronics must be mounted in the Engine compartment. No engine electronics may be mounted in the drivers compartment, except the tachometer.
A MSD control box may be located in the driver's compartment provided:
 1. The MSR Competition Director must be notified before the car is allowed to compete.
 2. The MSR tech inspector must inspect and approve the box before the car is allowed to compete.
 3. The car owner must receive the MSR Competition Directors approval before the car is allowed to compete.
 - c. All Ignition system components, including but not limited to electronics, parts, control box may be inspected, sealed or confiscated by MSR at any time.
 - d. MSD control boxes may be required to be removed and replaced with a MSR provided control box by MSR officials at any time.
5. Electronics that provide traction control are prohibited. All electronic components may be inspected, sealed or confiscated by MSR at any time. The penalty for utilizing traction control is a one year suspension, and loss of all points earned for the season.
6. The use of electronic logic processors to control any function of the race car is prohibited. Continuous gathering of data from any function of the race car, with the exception of a tachometer, is prohibited.
7. Electronically controlled fuel injection systems are not permitted.
CLARIFICATION 12.01.22
KINSLER (and or any manufacturer's) Drive-By-Wire (DBW) Throttle Activator System is prohibited.
8. The engine block and cylinders must be from cast aluminum or iron. Billet machined blocks and/or cylinder heads will not be permitted.

9. Only normally aspirated engines will be permitted. Turbo chargers, super chargers and/or forced induction of any type and/or description will not be permitted.
10. Only two (2) valves and one (1) spark plug will be permitted per cylinder.
11. Cylinder heads must retain a traditional valve pattern. Rotation of the valves will not be permitted. Cantered or splayed valve cylinder heads must be approved prior to introduction into competition.
12. **CLARIFICATION JUNE 23, 2023**
A 410 CID engine with cantered or splayed valve cylinder heads is required to run a 1 7/8" maximum ID by 2" in depth restrictor.
360 CID (366 CID Max) engines with 23 degree +/- 2 degree valve angles can run any size injector. 360 CID engines with heads under 23 degree +/- 2 degree valve angles must run a 2.100" by 2" depth restrictor.

D. PROTESTS

1. If any, Competition Director engine rule determination is protested by a registered competitor, a protest fee of \$250.00 must be submitted to an MSR official by the protesting team before an engine inspection.
2. The fee will be returned if the engine is found to be ILLEGAL.
3. The protest fee will not be returned if the engine is found to be LEGAL.
4. The protester must be present during the inspection.

E. DRIVELINES

1. All drive shafts must be completely surrounded (360 degrees) by proper tubing.
2. A metal torque tube hoop is mandatory; it cannot be altered in any way.
3. Maximum 1 u-joint must be located at the front of the driveline closest to the engine.
4. Torque tube must bolt directly to rear end center section.

F. FUEL

1. Methanol only with no additives. No Nitrous Oxide.
2. Fuel additives of any kind are PROHIBITED.
3. Fuel to be tested at random.
4. Penalties for use of illegal fuel or refusing inspection:
 - a. Loss of all points for the event.
 - b. Loss of all earnings for the event.
 - c. \$200.00 fine must be paid before competing in another MSR event.

G. AERODYNAMIC DEVICES

1. TOP WING

- a. Must be on car for all events. Must have car number displayed LEGIBLY on both sideboards and on top surface of the wing.
- b. Top Area
 1. Center foil size of 25 square feet with the maximum width and length of 5 feet. Center foil must be square or rectangle in shape with all four (4) corners set at 90 Degrees with no variance allowed. No carbon fiber construction on top wing center section.
 2. Minimum of 4' 6" of top surface as measured from front to rear of wing top surface.

3. May not extend beyond confines of a line parallel to the outside of the rear tires.
4. The top wing may be adjustable in the cockpit by the driver. Other than the slider mechanism moving parts will not be allowed on or in the foil structure. Only one slider mechanism permitted on the top wing, which only allows forward and backward adjustment. May not be moved side to side (no lateral movement) from the cockpit.
5. Sideboards maximum size will be 75 inches long and 30 inches tall. The top 2/3's of each side panel shall consist of only 2 corners. Each corner shall be set at a 90 degree angle with no variance. The side panel's leading edge may not be behind the center foils leading edge. Side panels must be fabricated flat. Turnouts on all edges of the wing must not exceed 1-1/4" x 1-1/4" and must be at a 90 degree angle to flat portion of the side panel.
6. Wicker bill - 2" maximum height measured from top surface of wing, must be flat and of continuous even height from side board to side board.
7. Split, stepped or bi-wings will not be permitted
8. Center foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges and/or any other fabricated modification will not be permitted anywhere on the wing. No carbon Fiber construction allowed on center foil.
9. No alterations to a **standard manufacturer's wing**, including but not limited to wedges, foils, rudders and/ or air veins anywhere are not allowed.
10. The maximum center foil thickness is 9". The maximum top surface dish is 3".
11. Underneath side of center foil must appear to be a continuous arc with no recesses, concaves, or protrusions .
- 12.** The top wing center section, as measured from side to side, must be level/parallel with side to side top roll cage members with a maximum one inch (1") allowable variance.
- 13.** The top wing sideboards must be parallel with the drive line and or to a line 90 degrees to the motor plate.

2. **NOSE WING**

- a. The center foil will have a maximum size of 6 square feet with a maximum width of 36 inches and a maximum length of 24 inches. The center foil must be square or rectangle in shape with all four corners set at 90 degree angles.
- b. Center foil shall be sheathed in aluminum. Vent holes, dimples, ridges and/or any other type of fabricated modification will not be permitted anywhere on the wing.
- c. Any part of the wing shall not extend beyond the front bumper.
- d. The front wing must not extend beyond the outside of the front tires. The front wing may not be cockpit or driver adjustable while the car is stationary and/or in motion.
- e. Sideboards will have a maximum of 12 inches tall and 26 inches long with a maximum overhang not exceeding 1 inch from the center foil front edge to the side board front edge.
- f. Wicker bill - 2" maximum height measured from top surface of wing, must be flat and of continuous even height from side board to side board.

- g. The center foil must be one piece. Split, stepped or bi-wings will not be permitted. Moving parts will not be permitted on or in the foil structure. Wedges, foils, rudders and/ or air veins anywhere will not be allowed.
 - h. Braces or supports shall not resemble a wicker bill or a split wing. Side boards must be mounted square to the center foil and parallel to each other. Any kick-out will not be permitted
 - I. Side board may have a maximum ½" inch front, back, top and bottom turnouts/flanges.
 - j. The front wing center section, as measured from side to side, must be level/parallel with side to side down tube members with a maximum one half inch (1/2") allowable variance.
 - k. The front wing sideboards must be parallel with the drive line and or to a line 90 degrees to the motor plate.
3. Side Shields
- a. Cockpit side shields shall not extend rearward beyond the rear roll cage upright closest to the seat. Roll cage rear uprights may not be extended to incorporate larger sail panels. The top of sail panel may not extend rearward beyond the centerline of the rear axle.
 - b. Body panels or skin that may be installed to protect the drivers arms are permitted on the right side only and shall be a maximum of 38 inches high measured from the bottom of the lower main frame tube at motor plate.
 - c. Sun visors are limited to 5 inches in height and not wider than the width of the cage. Sun visors must be mounted parallel to the front upright cage tubes and cannot extend above the cage.
 - d. Driver must be able to enter and exit car without removing any panels.
4. Body panels cannot extend beyond the frame rails. Body panel air ducts and/or flairs not to exceed one inch (1") extended outward from body panel.
5. Lower safety fluid containment pan (Belly Pan) required from below radiator to motor plate attached in a safe manner with clamps or bolted. Absorbent pad recommended.
6. No wedges or foils or air veins allowed on bottom side of Belly Pan, Cockpit Floor Pan or underneath car.
7. Side foils, rudders and/or panels that extend beyond the rear of the cage support bars will not be permitted.
8. Pieces that are added to the to the basic panels and/or frame to resemble, imitate and/or be specifically designed to deflect, trap and/or form a pattern for air to travel in a directed manner, except for those used to cool and/or protect the motor and the brake system will not be permitted.
9. Side panel designs and/or concave surfaces that, in the sole discretion on MSR officials are intended to trap, alter and/or direct airflow for the purpose of gaining an aerodynamic performance advantage will not be permitted.
10. Any new body designs including, but not limited to side panels, hood design, nose pieces and/or any part of the exterior body must be approved by MSR officials prior to being introduced into competition.

11. **NERF BARS AND PANELS**

- a. Nerf bars required on both sides. Nerf bar must be within 2" inside from exterior side wall of both rear tires and must be adequate to keep wheels out of the middle section.
- b. 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 on MSR officials are intended to trap, alter and/or direct airflow for the purpose of gaining an aerodynamic performance advantage will not be permitted.

H. **SHOCKS**

1. No shock absorbers or other ride controlling or dampening devices that can be adjusted while race car is under motion are allowed (except the top wing). Only adjustable items from the cockpit are top wing front to back movement, brake bias adjuster, and dial-a-jet fuel adjuster.
2. All such devices **MUST BE REMOVED**. Disabling of these devices will not be allowed.

I. **BODY STYLE**

1. Sprint car type body and tail only with belly pans under the engine and driver's area.
2. Hood must be securely fastened during competition. Side risers not to exceed two (2) inches.
3. Cars will be neatly painted and lettered and present a clean professional appearance. Cars not meeting appearance standards may be denied permission to compete.
4. No tire enclosures of any kind allowed.

J. **ROLL CAGES AND RESTRAINTS**

1. Main members of the roll bar should be constructed with a minimum of 1-3/8" O.D. x .095 wall 4130 chrome-moly tubing.
2. Main members of the roll bar must be braced to the front or rear with material having a minimum of the same wall thickness as the main members with at least 7/8" diameter.
 - a. It is recommended that rear bracing be used.
 - b. It is recommended that bracing be the same diameter as the main members.
3. Braces must be attached to the main members at a point within six (6) inches from the top of the rear transverse member as close to the top as possible.
4. Roll cage must extend two (2) inches above the top of the drivers helmet when sitting in an upright position. Roll cage padding is required.

K. **TIRES**

1. See Addendum "A" for MSR approved tire list available at authorized MSR tire supplier.
2. Tire rule may be changed with advance notice for the safety or financial benefit of race teams.
3. All tires, with approved MSR identification bar coding, must be obtained from 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 tire allowed for each race car for qualifications, heat race and feature per event. MSR officials will designate, by advance notice and on mustseeracing.com events/tracks where an unlimited amount of right rear 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 one lap down at the rear of the event. If a car requires a tire change as a result of an on track condition, wreck or situation that the car and or driver has not caused, the Competition Director, upon his own judgment, assessment and determination may waive the one lap penalty if the replacement tire is an approved used tire. Right rear replacement tires must have a valid stamp from a previous event and ran in a full feature.
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: SEE addendum A
11. Penalties for use of any illegal, unregistered tires : SEE addendum A
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.

V. CAR SPECIFICATIONS

A. ALL CARS MUST BE OF THE OPEN WHEEL, OPEN COCKPIT TYPE

1. All cars must have a tubular front bumper, and nerf bars. The front part of the body, known as the nose assembly and front bumper, shall not be wider than the parallel lines of the body and may not extend forward more than 28" from center of front axle.
2. The engine, driveline, and rear axle center section must be mounted on the chassis centerline with a .5 inch variance (one inch overall) at a ninety-degree angle to the chassis in a vertical position. A maximum of one degree of variation will be allowed as measured from the crankshaft centerline. The driver may not be positioned beside or in front of the engine and driveline must pass between the driver's legs. Cars utilizing a front torsion bar suspension may not have the bars mounted below the horizontal centerline of the front spindles.
3. Tubular front axles must incorporate the spool wrap around design in their construction. Independent suspension systems are not allowed.
4. The undriven wheel rim width is limited to a maximum of ten inches. The driven wheel rim width is limited to a maximum of eighteen inches.

5. All cars shall be rear wheel drive only. The rear axle offset shall be determined by measuring from the farthest portion of the wheel to the centerline of the rear axle centerline assembly. The maximum distance allowed is forty-three inches. The total overall width is seventy-eight inches, front and rear.
6. Wheelbase must be a minimum of 84", and a maximum of 92".
7. Nerf bars cannot extend beyond the outside width of the tires. (Right side nerf bar cannot extend beyond the outside edge of the right rear tire)
8. No carbon fiber rotating mass.

B. FRAMES

1. No aluminum frames. Frame must be constructed using chrome-moly tubing. .095 minimum thickness on main cage surrounding driver.
2. The maximum width of the main tubes as measured from the bottom of the rear motor plate (bottom frame rail) 30" vertical will be no wider than 31".

C. NUMBERS

1. NUMERALS 18" high must be displayed on both sides of race car tail section, radiator shell if possible, and both sides of the top wing sideboards. Numerals 18" or larger must be in the center section of the top wing, also.
2. Anyone using duplicate numbers must use a letter designation. Letter must be at least 12" inches high and visible from both sides and center of the wing and tail.
3. All numbers and number decals must be approved by series officials. Any registered car that does not have the required numbers properly placed on the car, beginning at the next event after a MSR written rules violation communication, will be penalized two points for each citation.
4. It is recommended that any contemplated changes to engine and/or chassis by a race team :
 - a. Advise Race Director of said contemplated change to verify MSR rule compliance.

VI. 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 magneto 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
4. One Way Radios:
- a. NO communication devices allowed between driver and crew.
 - b. One-Way Radios are required (receive only), and will be available from MSR. Radio Frequency is 454.000.

VII. 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.

D. 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.

E. 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 preliminary events and no better than eleventh (11th) in the feature event.
5. Each competitor that qualifies in order, will receive two consecutive laps, with no spin out or wave off allowance. Each competitor that qualifies out of order, by more than two positions without a waiver, 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.

F. 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. Non-qualifiers will start at the discretion of the Competition Director.
 - b. Number of heat races, and number of cars transferring to A-main will be dependant on total number of cars.
 - c. The above procedures may be altered by the Competition Director.

G. B-MAIN

1. Cars not qualifying for the feature through heats will run the B-Main lined up by passing points, no inversion.
2. Cars advancing to the feature will line up behind cars transferred through heat races.

H. A-FEATURE

1. If any of the qualified inversion cars are not within 1.1 seconds of the 3rd fastest qualifying time the lineup will be adjusted accordingly. Any cars removed from the inversion lineup will start behind the inversion cars.
2. Any driver that does not finish their heat race taking checkered flag within one (1) lap of the winner will lose their spot inside the Feature Event inversion and be placed at the rear of the field.

I. 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.

J. 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.

VIII. 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, regardless of laps completed.

- 11a. Any competitor that intentionally and deliberately causes a yellow caution flag to be shown, by any means, during an event, may be penalized by Must See Racing Officials. The determination of what constitutes deliberate or intentional is at the judgement of Must See Racing Officials and is not protestable. Penalties may be Loss of Position, Loss of Laps, or Disqualification from Event.
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.

IX. 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.

X. 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 three events nights. This maybe shortened at the sole discretion of MSR officials.
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.

XI. 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.

XII. 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 2024. 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 \$85.00 fee which is good for (1) race meet only.

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 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 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. 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 chart on next page:
- 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 Structure

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
21 st	1			20
22 nd	1			20
23 rd	1			20
24 th	1			20

All cars making an honest attempt to compete will receive 25 Show Up points.

XV. 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. 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.

IF YOU HAVE QUESTIONS OR NEED FURTHER GUIDANCE, PLEASE CONTACT JIM HANKS @ HMSINC98@AOL.COM

MUST SEE RACING DECAL, LOGO AND DRIVERS UNIFORM REQUIREMENTS

MUST SEE RACING TO PROVIDE:

2024 INFORMATION SHEET

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 2024 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 tire allowed for each race car for qualifications, heat race and feature per event. MSR officials will designate, by advance notice and on mustseeracing.com events/tracks where an unlimited amount of right rear 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

EVENTS

TIRES WILL BE AVAILABLE AT EVENTS

THERE WILL BE NO TIRE MOUNTING SERVICES PROVIDED AT EVENTS



2019 MSR TIRE RULES ADDENDUM "B"

January 12, 2019

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 _____

TIRE ADDENDUM "B" PAGE 2 of 2



**2023 RULE BOOK REVISIONS FROM 2022
As of 07.05.23**

MSR TIRE RULES ADDENDUM "C"

Any right rear tire that during QUALIFYING is determined to be factory defective after inspection and verification by the AMERICAN RACER representative and at the sole discretion of the MSR race director, will have the option to:

1. Put on a MSR previously used and marked right rear tire as approved at the sole discretion of the MSR race director and keep their original qualifying time, heat race and or feature starting position(s) or ;
2. Put on a new replacement AMERICAN RACER provided right rear tire and take a minimum of three qualifying type laps to retain their original qualifying time, heat race and or feature starting position(s).

The three qualifying type laps on the new replacement right rear tire must be reasonably equivalent and of similar time to the original qualifying laps, as determined at the sole discretion of the MSR race director, to retain their original qualifying time, heat race and or feature starting position(s).