

MISSISSIPPI STATE CHAMPIONSHIP CHALLENGE SERIES RULES AND SPECIFICATIONS

1. The Rules and/or Regulations set forth herein do not express or imply warranty of safety, from publication of, or, compliance with these Rules and/or Regulations. They are intended as a guide for the conduct of the MISSISSIPPI STATE CHAMPIONSHIP CHALLENGE (MSCCS) for Super Late Models, and are in no way a guarantee against injury to participants.
2. These Rules and/or Regulations will apply to all MSCCS events.
3. Acting Series/track officials shall have full authority over said events, and, in the event of any dispute, the Head Official's decision will be final.
4. All Late Models are subject to be inspected by the Technical Inspector at any time during the event.
5. The MSCCS Board of Directors reserves the Right to alter or amend these Rules and/or Regulations in the interests of fair competition and their decision is final.

BODIES

1. Standard Dirt Style bodies are required—A stock appearing Monte Carlo/Mustang/Grand Prix/Taurus etc. style Nose is required
2. No “Wedge” style bodies or “Slope Noses permitted. No roof mounted spoilers or wings.
3. No lips allowed, anywhere on the nose, body, or roof.
4. All upper and side panels must run parallel to frame.
5. All cars must have a MINIMUM of 1 ½ inches of roll at the top of the fenders, doors and quarter-panels, a sharp edge will not be allowed. Body roll must go from side over upper body and not upper body over sides. A single strip affixed to the edge of the body, and riveted, both on the side and the top will not be permitted.
6. No part of deck lid may extend beyond quarter-panels at rear.
7. **MAXIMUM height of body—fenders, doors, deck lid etc., at any point, from the ground, will 38 inches.**
8. All cars must have a number, at least 18 inches high, clearly visible and identifiable on both sides and on roof. This rule is for the benefit of all competitors who wish their car to be scored correctly on each lap. In the event of more than with the same number, where confusion may occur, a team may be asked to alter their number in some way to avoid misunderstanding. The fastest qualifier will take precedence in retaining its original number.
9. Body must run smooth and even line from front fenders to rear of car—No “angled up” Fenders or quarter panels.
10. No “belly pans” or any type of enclosure on the bottom of cars permitted. Skid plates to protect the oil pan and rack permitted.
11. No Panels of any kind under the rear deck running from the front to the rear of the car are permitted.
12. No wings or tunnel of any kind are permitted underneath the body or chassis of the car. A maximum of (1) one stone deflector for the rear mounted oil pumps, oil filters and for the main oil tank permitted. The deflector may be made of steel, aluminum or heavy gauge wire. The cover may only be mounted near the unit it is designed to protect with a maximum size of 18” x 18” and mounted only from the upper right frame rail to the lower right frames rail.
13. All body panels must be solid. No holes, slots or air gaps permitted.
14. No panels of any kind under the rear deck running from the front to the rear of the car. Bracing from the fuel cell top front to rear is permitted.
15. No cockpit or driver adjustable shocks, hydraulics or pneumatic weight jack, tracker, MSD boxes or similar adjustable components of any kind are permitted. Taping over of any adjuster is not permitted. The offending component must be removed from the cockpit.

INTERIORS

1. The interior bodywork of the car may be dropped to a **MAXIMUM** of 3 inches below the top of the doors, and must also be a **MINIMUM** of 12 inches below the roll cage.
2. If a dropped interior is used, the interior panel must fasten flush at the top of the doors, and must taper gradually towards the center of the car, without creating any lips. The **MINIMUM** taper allowed will be 8 inches, (see drawings).
3. If a dropped interior is used, it must taper up, in a straight line, to be quarter panel height and be flat and level for a **MINIMUM** of 32 inches to the end of the rear deck lid/quarter panel/spoiler. Dropped interior may begin no further forward than the firewall, which in turn may be no further forward than the engine plate. At the firewall, across the center of the car, the vertical drop to the interior of the car may be a **MAXIMUM** of 3 inches. Cars failing to meet requirements may suffer a weight penalty at the discretion of the Technical Director.
4. If the interior is flat throughout the car, it must maintain a **MINIMUM** clearance of 12 inches from the roll cage, to allow for an easy exit.
5. If interior is flat, the panel must run in a straight line from immediately behind the driver's seat to the base of the spoiler/rear deck lid.

NOSEPIECES

1. Nose side extensions must be flexible, and may not extend outside front tires with wheels pointing straight ahead. Nose side extensions are not to flare out or up. Top must be flush with fenders and hood. They cannot alter original shape of nosepiece, and must be braced with collapsible support (NO STEEL SUPPORTS).
2. Stock-appearing Nose must be made of molded type material and must be mounted level. Material may not be removed from, or added to nosepiece. No cutting from bottom top or sides.
3. The nose piece must be mounted so as not to alter its original shape.
4. Adding to the bottom of the nose piece in front achieving lower ground clearance is permitted.
5. **MINIMUM** heights for Stock Nosepieces are as follows:

A. Late Camaro/Firebird	18 inches
B. Monte Carlo	20 inches
C. Gran Prix	20 inches
D. Mustang	20 inches
E. Taurus/Fusion	20 inches
F. Avenger	18 inches
G. Intrepid	20 inches
H. Camry	20 inches
6. These are **MINIMUM** vertical measurements from the bottom of the nosepiece to the top of the nosepiece, where the sheet metal is attached.
7. Two piece noses must be fastened together without any spacers to increase width.
8. Stock nosepieces may extend to a **MAXIMUM** of 48 inches from center of front hub to furthest point forward, and the bottom of nosepiece must be mounted parallel to the ground, (NOT TILTED BACK IN ANY WAY).

FRONT FENDERS AND HOOD

1. Must be level and flat from left side to right side of car, and, at least as far back as the firewall/engine plate.
2. No part of fenders or hood may be below outside body line.
3. HOOD MUST BE REMOVED FROM THE CAR FOR TECHNICAL INSPECTION.

DOORS

1. TOP OF DOORS, BOTH SIDES, CAN BE NO HIGHER THAN 36 INCHES FROM GROUND, WITH A MAXIMUM MATERIAL DEPTH OF 32 INCHES INCLUDING ANY SKIRTS OR BODY EXTENSIONS.
2. At no point may doors break in towards the center of car. No "dishing".

ROOFS

1. Roof must be stock appearing and level, and must run parallel to body. (see drawings) Roof posts/supports are mandatory. All post must go from roof edge to outside edge of body on both sides.
2. If body style has rear roof supports that have windows, window openings MAY BE FILLED WITH CLEAR LEXAN, OR LEFT OPEN. IF LEXAN IS USED, BOTH ROOF POST OPENINGS MUST BE FILLED.
3. Both rear roof supports must be of the same shape and material. No lips along rear edge of roof supports will be allowed. If a break is used for support, it may be a MAXIMUM of 1" and must be turned in toward interior of the car.
4. Front post must be flat and of uniform width from top to bottom— with a MAXIMUM 1 inch break at top and bottom.
5. No flat, odd shaped partial or tilted roofs. (See drawings)
6. A MAXIMUM 1 inch roll turned under is allowed along the front and rear edge of the roof for support.
7. Any sun/anti glare shields (MAXIMUM 4 inches wide) must be hinged for easy exiting.
8. All models regardless of brand will have the following criteria on Roof dimensions and Roof Support dimensions. Roof dimensions; the minimum dimensions 48" wide X 46" in length. The maximum dimensions will be 50" wide x 51" in length.

Roof Supports dimensions; the minimum dimension will be 40" in length across the bottom with a maximum dimension of 43" in length across the bottom. The roof supports must be aligned from side to side on all race cars competing during any MSCCS event. The roof support windows must be filled with lexan or have the holes cut out the same size on both sides. STOCK APPEARING. A2" Roll is allowed from Top of Door to Roof. NO DISHING ALLOWED.

Rear Windows should measure a minimum of 12 inches across the top and 17 inches across the bottom. Decal packages will also be legal as long as same on both sides.

REAR QUARTERPANELS

1. NO OFFSET QUARTERPANELS. Must have equal taper from both sides at the rear. No exceptions.
2. Tire clearance from doors to quarter-panels must be a MINIMUM OF 2 INCHES. Tire must be fully visible from the side. No wheel skirts.
3. At no point may quarter-panels break in towards center of car. No dishing. LIPS RUNNING VERTICAL ON REAR EDGES WILL NOT BE ALLOWED.

SPOILERS

1. Rear spoilers only. Must be securely attached to top edge of rear deck and extend, along entire width.
2. No adjustable spoilers allowed. Spoilers must be made from one piece of material, and not two pieces bolted together, except in the center of the rear deck. (NOTE: THIS RULE DOES NOT APPLY TO SPOILERS THAT ARE SHIPPED FROM MANUFACTURES IN 2 HALVES, LEFT AND RIGHT, IT IS MEANT TO OUTLAW THE TYPE OF SPOILER THAT HAS 2 PICES OF LEXAN BOLTED TOGETHER IN A SLIDING PATTERN.) Spoiler may be hinged on rear edge of deck to allow for change in angle of

deflection. No more than three (3) spoiler supports may be used.

3. All two piece spoilers must be bolted together in the center so that both halves are at the same angle of deflection.

4. SPOILERS MUST BE MADE OF A TRANSPARENT MATERIAL, such as Lexan, and of adequate strength. While it is not intended to eliminate space for sponsorship, teams should be aware that excessive coverage of the spoiler with vinyl decals will not be permitted. Decals may be removed at the discretion of the Technical Inspector in the interest of safety.

5. Spoilers may have a MAXIMUM size of 8" (eight) height, by 72" (seventy two) width. NOTE: Gurney flaps or curls are allowed along the upper edge of the spoiler, but their length will be included in all measurements. Spoilers will be measured according to total length of and width of material, in any shape for form. If aluminum angle is used to brace upper edge of spoiler, it may not add to spoiler height or length in any way.

6. **8" SPOILER ONLY..**

Shocks & Suspension Rules:

ALL suspension components will fall under the UNITED DIRT LATE MODEL Governing rules that include (4-bars, axle tube and assembly, birdcages, hubs, wheels, shocks and springs)

A. These shocks have been banned from competition with the MS State Championship Series Rulebook for 2016 and beyond.

1. Thru-rods style.
2. Crossover, in which two shocks work in tandem
3. Shocks adjusted electronically via cell phone apps
4. Penske's Cambridge University-developed inerter shock

B. No cockpit or driver adjustable shocks, hydraulic or pneumatic weight jack, trackers, MSD boxes or similar adjustable components of any kind are permitted. Taping over of any adjuster is not permitted. The offending component must be removed from the cockpit. No data acquisition devices allowed.

C. Once the accurate terminology is finalized to explain the new limitations, a technical bulletin will be issued and the series rulebook updated.

D. Shocks will be checked not just during pre-race tech, but may also be checked at any time by MS State Championship Series Officials, after qualifying, heat races, B Mains and feature event.

E. STANDARD LATE MODEL SUSPENSIONS ONLY. NO SPRING LOADED OR SHOCK TYPE 4 BAR RODS. ONLY STANDARD SOLID BAR 4 BAR RODS. NO TORSION BAR FRONT OR REAR SUSPENSION. SWAY BAR OK.

F. STANDARD ONE PIECE BIRD CAGES, NO SPLIT BIRD CAGES.

G. STANDARD LATE MODEL SUSPENSIONS EQUALS, 1 SHOCK PER WHEEL, EXCEPT LEFT REAR. LEFT REAR IS ALLOWED TWO SHOCKS, ONE IN FRONT OF REAR END, AND 1 BEHIND. SHOCKS MUST BE MOUNTED VERTICAL TO AXLE TUBE, NOT HORIZONTAL

CHASSIS/FRAME

1. NO ALUMINUM FRAMES OR FRONT CLIPS.

2. All frames must be of steel construction, and, must be a MINIMUM of 2" square, or rectangular, with a MINIMUM MATERIAL THICKNESS OF .083 INCHES.

3. If round tube frame, tubing must have a MINIMUM of 1 3/4 outside diameter, with a MINIMUM material thickness of .083 inches. These frames must use 4130 Chrome Molly Steel for construction.

46. No front bumpers allowed. Rear bumpers are allowed and may be reinforced, but No rear extensions except for push bar. Push bar must not extend no more than 6" beyond rear quarter-panels and must have welded supports to frame at each end

5. WHEELBASE MUST BE A MINIMUM OF 103 INCHES.

6. No wings or tunnels of any kind allowed underneath the body or chassis of the car. STONE DEFLECTORS, FOR REAR MOUNTED OIL PUMPS, OIL FILLERS AND FOR THE MAIN OIL TANK, WILL BE ALLOWED. THEY MAY BE MADE OF SHEET METAL, ALUMINUM OR HEAVY GAUGE WIRE. ALL SUCH COVERS MAY ONLY BE MOUNTED NEAR THE UNIT THEY ARE DESIGNED TO PROTECT WITH A MAXIMUM SIZE OF 18 INCHES X 18 INCHES.

7. At no time are there to be any under body "sight shields" or covers attached to any part of the car. This includes any plastic, metal, or any other material used to cover suspension or chassis parts or tires.

ROLL CAGE

1. All cars must have a suitable STEEL roll cage protecting the driver's compartment, including head rest.
2. Side roll bars are mandatory, and must extend into the door panels. A MINIMUM of three (3) bars must be used on the left side.
3. Each bar must be at least 1 ½" in diameter, with a MINIMUM material thickness of .095 inches.
4. All cars must have a MINIMUM (3) THREE BARS running vertically in front of the driver's compartment. (dash bars) The bars must be a MINIMUM of 3/8 "IN DIAMETER and spaced a MAXIMUM of 6" apart.
5. All cars must have tubing (MINIMUM 1" diameter and MINIMUM 083 thickness) running either front to rear in the center, or diagonal across, the "halo" section above the driver in the roll cage for safety. ANY CAR FAILING TO HAVE THIS REQUIREMENT MAY BE ASSESSED A WEIGHT PENALTY.
6. Roll cages must be welded to frame. NO EXCEPTIONS.

DRIVERS COMPARTMENT/SAFETY

1. A full metal firewall must encompass the driver's compartment—front, rear, both sides and floorboards. Aluminum or sheet metal is acceptable.
2. Driver's seat must be of a proper racing FULL containment seat, located on the left side of car and securely attached to frame. NO EXCEPTIONS
3. A full racing seat belt harness must be used. Harness must be secured to frame, not seat. NO EXCEPTIONS
4. All cars must have a quick release type steering wheel.
5. All cars must have a working starter, operated from inside car.
6. BATTERIES MUST NOT BE LOCATED IN DRIVER'S COMPARTMENT.
 - A. A master Battery disconnect is required behind the driver seat in the deck.
7. All cars must have a fire extinguishing agent onboard. An onboard fire suppression system will be required in 2018.
8. All drivers must wear full fire resistant driver's suits. Tops and bottoms, if 2 piece. Any driver not having a complete fire resistant suit will not be allowed to compete in any event. Shoes and gloves are not mandatory, but highly recommended.
9. The use of a head and neck restraint device is also recommended, but not mandatory.

FUEL CELL/FUEL

1. A commercially manufactured FIA SPEC-FT3 approved fuel cell is highly recommended, (32 GALLON MAXIMUM), must be securely mounted, in the truck area of the car, inside a .20 gauge metal box, supported by a MINIMUM of two (2) 2" by 1/8" steel straps.
2. All fuel cells must be completely visible from rear of car. Fuel cells must not be mounted lower than bottom of quick change rear end.
3. Fuel Cell must have a rollover check valve with pickup and return out the top.
4. Fuel injection systems, electric fuel pumps or pressurized fuel systems will not be allowed.
5. One four (4) barrel carburetor only—any manufacturer.
6. FUEL—All drivers/teams will have fuel choice in MSCCS events. Alcohol or racing fuel can be used at the option of the driver. Nitrous Oxide is not allowed at any MSCCS event.

6. There will be NO fuel stops during any MSCCS events. Should driver's fuel choice cause him to have insufficient fuel to complete an event, it shall be driver's responsibility to pit and re-fuel.

TRANSMISSIONS

1. Drive train must have transmission, mounted on rear of engine. No direct drive or in-out boxes will be permitted.
2. Any transmission, with working forward and reverse gears is permitted, and must lead to one (1) drive shaft.
3. Manual transmissions must be equipped with and operational clutch.
4. ALL DRIVER SHAFTS MUST BE PAINTED WHITE OR SILVER, AND MUST BE PROTECTED BY A MINIMUM OF TWO (2) SAFETY HOOPS OR A SLING.

REAR END

1. Any type of rear end differential is permitted.
2. No open tube (sprint car) rear ends will be permitted.

BRAKES

1. All cars must have operational 4 wheel braking systems

WHEELS

1. Any brand of wheel is allowed—must be mounted with lug nuts. No knock off center lock wheels.
2. MAXIMUM RIM WIDTH 14" (fourteen).
3. MAXIMUM WIDTH, side to side, measured from outside of REAR TIRES, IS 88 INCHES.
4. Wheel spacers are permitted, provided they do not cause the front or rear tires to exceed the MAXIMUM width from outside to outside.

TIRES

1. No Flaps or skirts will be allowed to obstruct view of tires mounted on car at anytime during competition.
2. Approved MSCCS tires:
3. Must Punch 44: Hoosier: 1350, Spec 21, Lucas 03 and A.R. 48. NO TOLERANCE
Must Punch 60: Hoosier: 1600, Spec 55, Lucas 06 and A.R. 56. NO TOLERANCE
4. Chemical alteration of any tires is prohibited. No tire softeners or conditioners which alter the chemical compound of the tire will be permitted. This includes but is not limited to, tire soaking, internal applications or the use of tread softeners.
5. Markings on sidewalls may not be modified in any way.
6. All tires may have a maximum size of eleven inches (11") by twenty nine inches (29") by fifteen inches (15") unless otherwise specified.
7. Maximum circumference ninety-three inches (93") unless otherwise stated.
8. Maximum width (sidewall to sidewall) sixteen and three quarter inches (16 ¾") No Tolerance. Tire hoops may be used and must pass freely over tire.
9. ALL tires must pass random chemical inspection and lab along with durometer testing above.
10. The MSCCS will take tire samples from the Fast Qualifier car and the winning car and it will be sent to a certified lab for testing. Tire's not conforming to the manufacturer's benchmark will be deemed illegal. **Any competitor is subject to tire inspections and/or samples being taken at any time during the event.**
11. Competitor with tires being tested will not be awarded any winnings until results are back from lab. (Results are normally back within 3-5 business days)
12. Penalties for non-conforming tires:
13. First offense: **\$1000.00** fine for the driver and forfeit of points and winnings from the event the non-conforming tire participated in.

14. Second Offense: **\$2,000.00** fine for the driver and forfeit of points and winnings from the event the non-conforming tire participated in and/or a two (2) race suspension from MSCCS events
15. Numbers and proper identification must be visible on front and back of tire NO altering of tires.
16. *Any competitor found with non-conforming tire (s) will not be allowed to participate in any MSCCS event (s) until any and all fines are paid.*

HEADERS/MUFFLERS

1. Collector type headers required.
2. Mufflers shall be optional UNLESS required by host track rules. All drivers will be responsible for meeting decibel requirements at tracks that require mufflers.
3. If mufflers are required, then all mufflers must be securely attached to all cars. Pop riveting of mufflers will NOT be permitted. It would be strongly recommended that mufflers be welded to headers.

WEIGHT/ENGINES

1. GM602 or 604	2300 lbs	8" Spoiler
2. Steel Block, Steel Head (362 cu.inch)	2300 lbs	8" Spoiler
3. MSCCS Spec Motor with SUPR Castings	2300 lbs.	8" Spoiler
4. MSCCS Spec Motor with SAS Castings	2300 lbs	8" Spoiler
5. GM CT525	2350 lbs.	8" Spoiler
6. Any Aluminum Motor	2350 lbs.	8" Spoiler
7. Open Engines	2350 lbs.	8" Spoiler

*** SPOILER RULE ABOVE WILL APPLY UNLESS OTHERWISE STATED

ALL WEIGHTS WITH DRIVER AT ANYTIME

••••• **1# per lap burn off for heat race, dash race or feature race**

7. MAXIMUM ENGINE SETBACK WILL BE SIX (6) INCHES FOR ALL CARS WITH A ½ "INCH VARIANCE ALLOWED. Measured from center of ball joint to the number 1 (one) front spark plug hole.
8. All engines are limited to one (1) spark plug and two (2) valves per cylinder.
9. Magnetos are permitted, but all cars must have an operating self starter.
10. ANY ATTACHED WEIGHTS MUST BE SECURLY BOLTED TO FRAME, AND MUST BE PAINTED WHITE OR SILVER AND HAVE CAR NUMBER CLEARLY PAINTED ON THEM. Due to the high risk factor involved, any car that loses a lead weight during any event may be banned from series events for the rest of the season or fined. (2) Two attaching mounts is recommended.
11. NO WEIGHTS MAY BE ATTACHED TO REAR BUMPER.
12. No lead pellets—No liquid weights.
13. **A ten (10) pound scale variance will be allowed after the Feature event only. NO EXCEPTIONS**
14.All engines except the GM Performance Parts Crate 525 may only utilize and operate with a single magneto or single distributor ignition system. Coil-pack or distributor-less type ignition systems will only be allowed on the sealed GMPP CTS 525 engines.

MSCCS SPEC Engine with SUPR Castings Specifications

Minimum 350cid -maximum 362cid using steel block, Maximum bore size is 4.060 Flat top pistons only. Bore-stroke combinations to achieve this: 3.480 or 3.500 on Chevrolet and 3.500 on Ford. Steel block for Chevrolet will have 9 inch deck and steel block for Ford will have 9.2-inch deck. Brodix SUPR stamped spec heads (with 60cc minimum combustion chambers). Chevrolet engines must have a Brodix HVI

intake with no modifications except for port matching 3/4" to FelPro 1206
Ford engines must have an Edelbrock Victor Jr. intake with no modifications except for port matching 3/4" to FelPro 1262.

NO LIGHTENING OF BLOCKS. If found, a 25lb. weight penalty will be assessed in front of the motor plate.

ADDITION TO SUPR SPEC ENGINE PARAGRAPH

SUPR Spec heads with SUPR cast Logos.

Chevrolet – Brodix Spec Head with SUPR castings.

Ford – Brodix "spec" head with SUPR castings on the outside and SPEC logo on intake and exhaust ports.

1. Intake port opening NO larger than original opening and may be port matched. Chevrolet may use a FelPro 1206 gasket and FORD may use a FelPro 1262.
2. **Chevrolet**-intake opening may be ground or polished 3/4" or NO farther into port than the closest edge of the closest letter of the SUPR logo. **Ford**-intake opening may be ground or polished 3/8". Intake port polishing will be allowed NO more than 1½" below the bottom of the original seat ring on the back side of the bowl area, and NO more than 1" on the short side. Any opening up of head past these points will be illegal.
3. Polishing will be allowed in the combustion chamber area to avoid hot spot chafing.
4. Polishing will be allowed in exhaust ports as long as the original SUPR logo casting is NOT affected or port shape is not altered.
5. **NO intake or exhaust port relocation, raising, enlargement, or reshaping of any type.**
6. Valve angle and placement may NOT be altered in any way on the "spec" head. NOTE: MSCCS has and will be using, Brodix supplied checking templates and tools on the "spec head" with SUPR logo casting. DON'T GO past these points or templates and tools will disqualify you.
7. **In the rules above, if it doesn't say you can, then don't.**

NOTE: These head and intake manifold combinations were designed with one thing in mind, to have equal air flow. If anything is done to increase airflow above original specs by manufacturer, they will be illegal.

NOTICE: As of January 2004 all heads will require 11/32 valves. NO EXCEPTIONS.

SUPR logo casting must remain, with NO changes, in all locations. Flat top pistons ONLY. Titanium valves okay. NO titanium crankshafts or connecting rods. Engine may be claimed by any 1st through 10th place finishing driver from the Feature race. Claiming price is \$10,000 and includes intake manifold, valve covers, heads, block, oil pan, water pump, crank dampener, and internal components.

MSCCS Spec Motor Specifications with SAS Castings

362 Cubic Inch MAXIMUM, Brodix SAS Casting Head & Intake, Must have SAS Casting On Heads & Intake. Titanium valves, Any Camshaft, Any Piston, and Steel Block.

NO MODIFICATIONS TO INTAKE MANIFOLDS ALLOWED, MUST BE USED AS PRODUCED BY MANUFACTURER. LIST OF APPROVED INTAKES: BRODIX GM #HV1000; EDELBROCK FORD #2981 OR #2980 (351) OR #2921 (302); EDELBROCK CHRYSLER #2915.

- A. All SPEC Heads will be supplied with CNC bowl blend and intake port matching.
- B. No grinding or blending of CNC work is allowed.
- C. No grinding or polishing of any kind is allowed anywhere on the castings.
- D. No use of any substance that may change or alter the shape or size of ports or combustion chambers is allowed.

- E. A maximum valve size of 2.080 intakes and 1.600 exhausts will be allowed for all spec heads.
- F. Valve seats and guides are to remain as manufactured and in their cast positions.
- G. Valve angles are to remain as manufactured. The original seat center locations as provided by the head manufacturer may not be altered.
- H. No tapering or re-shaping of valve guides will be allowed.
- I. Minimum valve stem diameter is 11/32 inch.
- J. Spec cylinder head serial numbers must remain on the head and may not be defaced or altered.
- K. No welding or modifications are allowed to the original head castings.

SOUVENIR TRAILERS

Any driver who wishes to take their own souvenir trailer to events is subject to requirements of the host track promoters. It is best that you call that track and find out what those requirements are.

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SIGN IN PROCEDURE

1. It will be the responsibility of all Drivers/Teams to sign in, register, pass through technical inspection and pay their entry fee for all MSCCS events. Drawing and payment of all entry will be conducted where the host track does their driver registration. Payment, drawing and preliminary inspection must be complete before hot laps.

Entry Fees are as follows:

\$2,000 to win --\$100

\$2,500 to win--\$100

\$5,000 or more to win events – Entry Fees to be announced.

AN ADDITIONAL FEE MAY APPLY IF TRANSPONDER SCORING IS USED.

Entry fees will be used for MSCCS for supplementing the points fund with 50% of the paid entries going directly to the MSCCS point fund. Payment of officials and administrative costs will be deducted from the entry money. If you suffer a mishap before qualifying your entry fee will be refunded. Once qualifying starts NO refund will be given. 50% of entry fees less \$100 go to host track. MSCCS administrators will receive \$100 from the entry fees and an additional \$100 from the host track for each completed event.

CONTINGENCIES AND AWARDS

Certain other products manufacturers will be awarding contingency to drivers finishing in the feature and year end point standings. These awards are dependant upon the manufacturer decal being carried on the race car. If you wish to be eligible to receive awards from the manufacturers concerned, it is your responsibility to ensure that the correct decal is affixed to your race car. Also, please be aware that the MSCCS responsibility is ONLY to provide the manufacturer with your name and address, and not to pay the award. All cars finishing the feature races will be checked by series personal for the appropriate decals.

Drivers will be required (mandatory) to carry decals of *primary* series sponsors in order to be eligible for MSCCS posted awards including point fund monies.

Any other MSCCS sponsor decal that is carried on the car must be affixed prominently. There is no compulsion to carry any other sponsor's decal, however, it is worth bearing in mind that sponsor only put money into the series to gain exposure for their products—no exposure will eventually mean no money and therefore smaller purses for races and championships.

TECHICAL INSPECTION

Track technical inspection procedures apply.

MSCCS officials may inspect car at any time during a MSCCS event.

HOT LAPS

All Drivers will be allowed one (1) Hot Lap Session. Hot Laps will be conducted in Groups in order, as per the Draw. Drivers/Teams are responsible for knowing what Group the Driver/Team is in. Lineups will be posted at track posting stations in the pits. Drivers must Hot Lap in their assigned Groups. If a Driver does not make it to the staging area in time for his assigned session, that driver will not be allowed to Hot Lap. No Exceptions.

QUALIFYING

As with Hot Laps, Drivers must qualify in order, as per the Draw. Drivers must be in staging, in order, when it is time for that Driver to Qualify, or that Driver will forfeit his Qualifying Run, and start from the back of the Heat Races or B-Mains. No Exceptions.

Cars will either be weighed before or after Qualifying, depending on the layout of the current race track, this will be determined by the Officials.

All cars that are judged to weigh light crossing the scales after qualifying, will lose their Qualifying Time/Points and will start at the back of a heat race or B-Main Race. If there is more than one car that has been judged light, those Drivers will be lined up at the back of the heat races or B-Mains by the Qualifying Order. Pull car off scales (1) time and zero scales.

RACE FORMAT

Race format is to be announced and posted in advance of each event.

Participating MSCCS tracks have the option to use Time Trial Pole Qualifying including straight up or inverted starts, Passing Points qualifying heats, time trials with heats, and time trials with heats in drawing groups to determine the majority of the starting field before B-Mains are run to fill the remainder of the starting field or all starting positions if B-Mains are not needed. The number of Heats to be run will be determined solely by the Race Director, and will be based on the number of cars present with a goal of a maximum of ten cars in any heat race event. Heats races may be 10 or 12 laps.

Option 1: Time Trial Pole Qualifying with NO Heats:

Drivers will be allowed two (2) consecutive green flag laps for time trial qualifications. Group qualifying is optional. Qualifying will determine the top 8 (eight) drivers to be locked into the Main Feature. The track may also use the **option** of having the fastest qualifier draw for a field inversion of 0, 4, or 6. B-Main race(s) will be run if there are a total of 21 or more drivers attempting to run in the Main Feature unless track chooses to start all cars in attendance.

Option 2: Passing Points:

Depending upon the number of Heats, either the top 16 or 18 drivers in passing points will transfer to the Main Feature. All other Drivers, in order of passing points, will go to either one or two B-Main Features.

Option 3: Time Trial Qualifying with Heats:

Qualifying will determine the line-ups for Heat Races. Drivers will be allowed two (2) consecutive green flag laps for time trial qualifications. Number of heats run will be based on car count with a maximum of ten (10) cars per heat with the fastest qualifier on the pole for heat one, 2nd fastest on the pole for heat two, 3rd fastest on the pole for heat 3, etc.

Depending upon the number of heats, either the top three (3) finishers from six heats, top four (4) finishers from four heats, six (6) finishers from three heats, or all finishers from two heats will transfer to the Main Feature. All other Drivers, in order of Heat Finish, will go to either one or two B-Mains.

Option 4: Time Trial Qualifying with Heats in drawing groups:

Drivers will qualify and run heat races with their specified group based on qualifying drawing position. Drivers qualify and heat race with the SAME group. Number of heats/qualifying groups used will be based on car count with a goal of a maximum of ten (10) cars per group. Qualifying will determine the line-ups for heat races within each group. Drivers will be allowed two (2) consecutive green flag laps for time trial qualifications. Starting line up for each group/heat will have the fastest qualifier on the pole, 2nd fastest on the outside front row, 3rd fastest on the inside second row, etc. Heats will be run in order based on each qualifying group's driver with the lowest qualifying time - with heats sorted in ascending order by the lowest elapsed time within that group. The qualifying group that has the driver with the lowest elapsed time will be heat number 1. The remaining qualifying group that has the driver with the next lowest elapsed time will be heat number 2, and so on.

Depending upon the number of heats, either the top three (3) finishers from six heats, top four (4) finishers from four heats, six (6) finishers from three heats, or all finishers from two heats will transfer to the Main Feature. All other Drivers, in order of Heat Finish, will go to either one or two B-Mains.

NOTE: The Pole Position Driver does not have the option to start on either the inside or the outside of the front row - either for Heat Races, B-Mains or Main Features. He must start in the number one (1) position.

B-Main(s):

When time trials are used, the top (3, 4, 6, or 12 - based on number of B-Mains) finishers from the B-Main(s) will complete the Main Feature Grid on a side by side basis. Guidelines are if 15 (fifteen) or more cars are present (remain) for the B-Main event, they will be split into 2 (two) B-Main events. If 25 (twenty-five) or more cars are present (remain) for the B-Main events, they will be split into 3 (three) B-Main events. If 37 (thirty-seven) or more cars are present (remain) for the B-Main events, they will be split into 4 (four) B-Main events.

When passing points are used, depending upon the number of Heats, either the top 16 or 18 drivers in passing points will transfer to the Main Feature. All other Drivers, in order of passing points, will go to either one or two B-Main Features. If more than 16 (sixteen) Cars are present for the B-Main Feature, they will be split into at least 2 (two) B-Main Features.

B-Main events will be 15 laps for 1 B-Main, 12 laps for 2 B-Mains, and 10 laps for 3 or more B-Mains. A MAXIMUM of 20 or 22 cars will start the Main Feature based on MSCCS procedures, depending on Promoter / Track (see Promoter's Options). Additional starters beyond the standard MSCCS 22-car field for the main event may be added at event promoter's discretion.

CHANGES/SUBSTITUTIONS

At the discretion of the Race Director Drivers may change TO another CAR at any time between qualifying/heats and the start of the main feature. However, any change will result in the driver starting in the rear of his heat race, B-Main race or feature. It is the driver's responsibility to notify track officials of any desired change. If it is a car not already entered, driver must bring car to inspection area before it can be allowed to compete.

MSCCS PROVISIONAL STARTERS:

1. A maximum of two (2) Provisional starters will be awarded at each event.
2. MSCCS provisional starters will be the two (2) drivers highest in the current championship point standings who have not qualified for the feature.
3. A driver must have made an attempt to start the B-Main or last chance race to be eligible for a provisional start.
4. A driver must be ranked in the top 15 in MSCCS point's standings in order to be eligible for a provisional start.
5. If there are no current championship point standings drivers left, then the provisional (s) will be based on B-Main Finishes.
6. Previous years final MSCCS points will be used for the first event of the New Season MSCCS tour to determine the MSCCS promoter's options.

POINTS CHAMPIONSHIP

The 2017 Points Championship will have a Points Fund; the MSCCS Champion will receive 50% of the allocated points fund monies for the Championship plus Trophy and other posted awards.

MSCCS promoters will give 50% of entry fees plus \$100 to MSCCS administrator at the said MSCCS event to be held for the top five (5) places for the 2016 point fund. Any point fund money used for MSCCS administrative (miscellaneous) costs, Rookie Program, and MSCCS awards must include full documentation, accountability, records will be made available for promoters and participants review.

Drivers must enter/compete in at least 85% of the completed MSCCS events to receive 100 % posted awards.

A driver must be present 75% of MSCCS completed events to be eligible for 75% of point's money.

Point fund distribution:

1st – 50% of net entry fee contribution 50
2nd – 20% of net entry fee contribution 25
3rd – 15% of net entry fee contribution 20
4th – 10% of net entry fee contribution 15
5th – 5% of net entry fee contribution 10
Positions 6th through 10th amounts based on sponsor contributions

Additional sponsorship monies may be used to supplement all places in the top 10, based on availability.

ROOKIE OF THE YEAR PROGRAM

\$1,500 will be awarded to the 2017 MSCCS Rookie of the Year.

Drivers' eligibility for the Rookie of the Year Award will be determined by the MSCCS as follows:

Driver has not finished in the top 10 in points in ANY Dirt Super Late Model series.

Driver has not EVER won any MSCCS event and/or other Dirt Super Late Model event paying \$2,500 or more.

Drivers wishing to compete for the Rookie of the Year Award must indicate their intention by applying, in writing, to the MSCCS. Letters of Application should contain the following information, as a minimum - Age ; Years' of racing experience ; Years competed in Super Late Model Division; Number of races won; Biggest Purse won in Super Late Model events, List of Achievements etc.; Details of car/Team for the forthcoming Season; Photos if available. Application letters must be received before the first intended MSCCS event, or in any MSCCS event prior to completion of third event.

The MSCCS will have final approval on eligibility based on all criteria.

NO double points races. NO DROPPING OF RACES WILL BE ALLOWED.

MSCCS Points will be awarded as follows:

Position	Points	Position	Points
1st	120	13th	60
2nd	115	14 th	55
3rd	110	15 th	50
4th	105	16 th	45
5th	100	17 th	40
6th	95	18 th	35
7th	90	19 th	30
8 th	85	20 th	25
9 th	80	21 st	20
10 th	75	22 nd	15
11 th	70	23 rd	10
12th	65	24 th	5

a) Registration points: 25 points awarded if driver registers and pays entry.

Points will be awarded for heat races as follows (if ran):

1. 10 Pts.

2. 9

3. 8

4. 7

5. 6

6. 5

7. 4

8. 3

9. 2

10. 1

PURSE STRUCTURES

MINIMUM Purses will be paid as follows:

\$2,000 to win * 40 lap events can be used for non-Saturday events ONLY.

Saturday events will pay \$2,500 or more...

\$2,000 to Win * 40 Laps \$2,500 to Win * 50 Laps \$5,000 to Win * Laps

	Laps \$5,000	50 Laps \$2,500	40 Laps \$2,000
1	\$5,000	\$2,500	\$2,000
2	2,500	1,400	1,100
3	1,200	1,000	800
4	1,000	900	700
5	800	800	600
6	700	700	550
7	600	600	500
8	550	550	475
9	525	525	450
10	500	500	375
11	475	475	350
12	450	450	325
13	400	400	300
14	350	350	250
15	300	300	250
16	300	300	250
17	300	300	250
18	300	300	250
19	300	300	250
20	300	300	250
21	300	300	250
22	300	300	250
	\$17,450	\$13,550	\$10,775

All Purses require that \$50 be paid to each Driver that does NOT transfer to the Main Feature, provided that the Driver takes the green flag in the assigned B-Main Race.

RAIN-OUTS

Should an event be postponed until a later date due to inclement weather, all events that have been completed shall stand good upon returning to the rescheduled date. Any Driver NOT present at the previous date may attend rescheduled date and start at the rear of the B-Main(s) or start in the rear of the feature event if there is less than a full starting field.

RADIOS:

- A. Radios will not be allowed in any MSCCS events.
- B. The use of Raceceivers is required at MSCCS events.

RACE PROCEDURES AND RULES

Standard Flagging procedures will be used for each Event. If, for any reason, the Race is run one lap short or long, the Race is officially over when the Checkered Flag falls.

STARTS AND RESTARTS

1. Once the Field has been sent away from the Grid, after Driver Introductions, warm-up laps at racing speed without official's approval will be considered a penalty, and the offending Driver or Drivers will start the race from the rear. Sufficient laps to warm up engines, transmissions and tires will be given.
2. ANY DRIVER OR DRIVERS JUMPING ORIGINAL START WILL BE PUT BACK ONE ROW. DESIGNATED STARTING AREA WILL BE DETERMINED BY SERIES OFFICIALS. IT IS THE RESPONSIBILITY OF OUTSIDE FRONT ROW STARTER TO STAY EVEN WITH INSIDE FRONT ROW STARTER. INSIDE FRONT ROW SET PACE. PACE MUST BE REASONABLE AND CONSISTENT.

Heats, B-Main or Features

1. A cone or markings will be placed on the track to display the designated starting point.
2. After the "one lap to go" signal has been given, the field must maintain an orderly, controlled pace around to the cone, with the front row running side by side. The pole-sitter will set the pace going into turn 3 and maintain that pace going to the line. It is the responsibility of the outside pole to keep his car even with the pole-sitter. Provided that the line up is good, the Race will be started at some point between the designated starting point and the flag stand.
3. Anticipating the start or firing before the green light or flag will be considered a penalty, and the offending Driver or Drivers will be put back one row.
4. In the event of a caution, before the first lap is complete, due to a multi car accident, the field will be lined-up for a complete re-start in the original Grid order, provided there are NO penalties to be assessed.
5. Any Driver who comes to a stop during the first lap, and in the opinion of the Officials, has done so deliberately to cause a re-start, will be put to the rear before the race is re-started. Any driver who spins out unassisted on the initial start will be put to the rear before the race is restarted.
6. Tracks may use Single File or Double File restarts - track conditions permitting. Restarts will be made using the Cone/Starting point system. There will be a designated starting point, and there will be NO passing before this point - Any Driver who passes before the point, hits the Cone, or, goes below the cone will be put to the rear; a second offense will result in the offending Driver losing positions in the finishing order according to the discretion of the Series Director. In the case of persistent jumping by the same Driver or Drivers, the Black Flag may be used as an alternative form of control.

Any Driver in the Feature, who is unable to start, will lose his position to an Alternate. Alternate Drivers will be notified of their positions, and if you are not ready to go, it is fairly certain that the Alternates will be. Once an Alternate has been called forward to take your position, you may not re-claim that position. No Alternates will be allowed to start after the field has pulled away from the starting grid.

In the event that a Driver is unable to take up his assigned Grid Position, the following Cars will be moved forward to fill that position; the Grid will not be crossed and re-aligned. Alternates will join on at the back of the Field, and not in the empty positions.

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CAUTION PROCEDURES

There will be no racing back to the Caution, except on the last lap, after the White Flag has been shown to the Leader and the Leader has started his last lap and will race back to the checkered flag.

In the event of a Caution, the car, or cars, judged to be the cause of the incident will be sent to the rear of their respective lap. If the cause can not be determined by officials, the car(s) stopped on the track will be credited with the caution. All cars that are visibly indirectly involved in the accident (spinning or stopping to avoid the wreck) will be given their position back.

In the event of either a Caution or a Red Flag, after one (1) lap has been scored, any car that goes into the Pits will rejoin the Field at the rear.

In the event of a Caution or a Red Flag on the starting lap, Drivers may enter the pits for repair but must go to the rear of the field upon returning to the track. The Cars that were previously behind the car that went into the pits will be moved forward to fill that position; the Grid will not be crossed and re-aligned.

In the event of a Caution, since there will be no racing back to the Yellow Flag, the Field will line up for re-start in the order of the last completed Green Flag lap. NOTE: In order to retain its' position, a car must have been in that position for one complete Green Flag to Green Flag lap, including lapped cars.

Any Driver that spins, for any reason, as he is being lapped, or, is about to be lapped by the leader, and brings out the Caution, may be scored one lap down from that point onwards in the race.

Any member of any Team who works on the car, during a Caution or Red Flag, while the Car is still on the Track, will be judged to have made a Pit Stop, and will be sent to the rear.

Only Series/Track Officials may work on cars on the Track, and if the Officials are unable to fix a problem, they may send the car to the Pits. This Rule also applies in the event of an accident. Do not get out of your car unless you are prepared to resume the Race at the rear of the Field.

PENALTIES

Black Flag - means that you have been sent to the Pits and will take no further part in the **current** race, whether it is a Heat, B-Main or Feature. Your car will not be scored from the Black Flag time onwards.

ON TRACK PENALTIES

The following Penalties will be applied after normal Caution Procedures have been followed, unless special circumstances apply:

1. Under Green Flag or Caution Flag conditions, the Race Director reserves the right to invoke penalties or suspensions of any Driver whose actions are deemed to be over aggressive, or fall into the category of "rough driving."

2. Drivers will be notified of any penalties that have been levied by the Race Director. All decisions shall be final.
3. NOTE: This rule is not intended to eliminate competition or accidental contact - it is, however, intended that deliberate contact and/or over-driving, will be penalized.

NOTE: Any car that deliberately causes a Caution, in the judgment of the Race Director or other Officials, after the Pace Laps have been started, OR under Green Flag conditions, or as the Race is about to go back to Green, MAY BE SCORED ONE LAP DOWN. The only exception to this Rule will be made in the event of a flat tire. At all Events, a MINIMUM of two courtesy laps will be given for a flat tire. If a Car is Black-flagged, it will not be scored from that point on. Failure to leave the Track after being Black-flagged may result in Disqualification.

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TIME

ALL DRIVERS PLEASE NOTE: All Events will be conducted according to schedule in a timely manner. The Main event will be started no later than 11pm, if possible. Schedules will be posted in the Pits, as will Line-ups and Qualifying Orders, It is your responsibility to adjust your work load accordingly and be ready when called.

As a general rule, from the end of a previous event on the track, you will have a MAXIMUM 5 minutes to be in position, either on the Grid or in the staging area, for your scheduled event. During Heat Races, you must be in the staging area before the end of the previous Heat. At Feature time, Driver Introductions will begin at the end of the 5 minute time period - if you are not in position by the required time during the program, you will start from the rear.

It should also be noted that cars must be presented for Tech. Inspection when requested to do so by the Tech. Inspector. Delays in getting Tech. Inspection completed, or refusal to unload in a timely manner will result in offending Drivers being denied Hot Laps.

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RAIN DELAY

In a rain delay situation the Race Director reserves the right to amend the racing format in the interest of time restraints and scheduling conflicts. The format changes will be made with the Fans and Drivers best interest in mind, and changes will only be made if an Event is in jeopardy of being lost due to rescheduling availability, a time curfew, or inclement weather. Under these circumstances the amount of laps for qualifying, heats, and Main Event may be shortened a feature race is considered complete when 50% or more of the laps are scored in the event of weather or rare instances.

PROTEST PROCEDURES

WEIGH-IN

All Cars will weigh in at the Scales immediately before, or following, their Qualifying Laps, as per the Weight Rules, and as per Track layout etc. The first three Cars must weigh in immediately following their Heat Races and B-Mains. If only one B-Main Feature is run, ALL transferring cars must weigh in.

Following the Main Feature, The top three finishers must cross the scales and weigh in correctly. This includes the Winner who must weigh prior to any Winners' interview or Presentation held on the front straight.

NOTE: All Cars must proceed directly from the race track to the Scales. Any detour, to anywhere, may result in disqualification or the offending Driver being relegated to last place. After Qualifying, any detour will result in Loss of Time. Should any Car stop on the way to the Scales, and be touched by anyone other than a Race Official, the Driver will be disqualified. No Exceptions.

A ten (10) pound scale variance will be allowed after the Feature event only.

Any Car that is light at the Scales after Qualifying Heats / Time Trials will lose it's time and start from the rear of a heat.

CARS MUST REPORT DIRECTLEY TO SCALES AFTER ANY RACE, TO BE DECLARED LEGAL AND TO CERTIFY THEIR POSITION.

Conduct:

- A. All drivers, regardless if a regular MSCCS driver or not a regular MSCCS Late Model Series driver will conduct themselves in a professional manner at all times.
- B. During the course of events, drivers and crew members are not permitted to consume, take or be under the influence of alcohol, drugs, or prescription drugs which could impair their ability.
- C. NO driver/owner/team member discussion or protests on track at ANY TIME!
- D. ANY retaliation by ANY driver against another competitor by using the race car or any other means will result in disqualification from the event.
- E. NO physically abusing (pushing, etc.) or verbally abusing/cussing any event official will not be tolerated.
- F. Rough driving and unnecessary bumping as determined by MSCCS Late Model Series officials will not be tolerated.
- G. Any physical contact during the race in any neutral area will not be tolerated.
- H. Purposely driving race cars through areas closed to race car traffic, or driving through pit area at excessive speeds with either a race car or a four-wheeler will not be tolerated.
- I. Team members going out on the racing surface when yellow flag conditions exist will not be tolerated.
- J. Ignoring a flag of any color will not be tolerated.
- K. ANY violations may result in disqualification and/or loss of any earned purse money and points and/or a monetary fine and/or suspension. More than one infraction will be harshly dealt with on an individual basis.
- L. This is a professional organization, and all participants are expected to conduct themselves accordingly. Team owners are responsible for the conduct of all persons connected with the team.

EIRI (Except In Rare Instances)

Decisions of reigning Series officials are final and binding without exception. In some cases, track procedural or safety rule may take precedence over MISSISSIPPI STATE CHAMPIONSHIP CHALLENGE SERIES rules.