

# Minnesota Autosports Club Rules

## 2024 AUTOCROSS RULES (Revised 11/28/2024)

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## 1. DEFINITION, COURSE LAYOUT, AND SAFETY RULES

- 1.1. These rules shall be applicable at all Minnesota Autosports Club (MAC) Autocross (MOWOG) Series events. The Event Master (EM) may modify select rules section(s) to meet unique site and/or member club requirements. The EM may not change items labeled “No exceptions.” Entrants shall be informed of these changes prior to registration, and they shall be reviewed at the drivers’ meeting.
  - 1.1.1. Member clubs may choose to offer additional “club” classes and/or scoring at Series events. Such “club” classes shall be governed by the applicable rules of the member clubs, and will not be subject to the MAC Autocross Rules or eligible for Series trophies.
- 1.2. Definition
  - 1.2.1. Autocross: An event held on a paved flat surface wherein the course consists of straight sections and connecting turns or corners, resembling a miniaturized road course. The course layout should emphasize car handling, skill, and maneuverability rather than speed. The course must be well enough defined that memory is not required to remain on course. Autocrosses are low-speed driving skill contests. They are run on short courses that emphasize car handling and agility rather than speed or power. Competition licenses are not required and hazards to spectators, participants, and property do not exceed those encountered in normal, legal highway driving.
- 1.3. Course safety and layout rules (No exceptions to subsection 1.3)
  - 1.3.1. Courses must be tight enough so that cars run the entire course in their lower gears. Speeds on straight stretches should not exceed those attainable in legal highway travel, and the fastest portions of any course shall be those most remote from the spectators and property. Turns should not normally allow speeds in excess of 45 mph in unprepared cars.
  - 1.3.2. The course, as laid out, shall contain no holes, loose gravel, gratings, oily spots, or other dangerous features. The course, or portions thereof, may be maintained at the discretion of the EM. Dips that could get a car airborne shall not be included.
  - 1.3.3. Negative cambered turns will be avoided if possible.
  - 1.3.4. Course markers should mark the inner and outer limits of turns and corners, displacement of which results in time penalties. Corner limits must never be marked by curbs, buildings, poles, trees, soft shoulders, or other hazards likely to cause damage to a car, or likely to cause a car to overturn.
  - 1.3.5. Cars on the course simultaneously shall not run close to each other.
  - 1.3.6. All portions of the course shall be visible by at least one course marshal who can communicate through signals or by electronic means with the starting line.
  - 1.3.7. Extreme care shall be taken in the location of the start/finish area, the staging area, and the timing area. The timers and the staging area must be placed well clear of the course in a safe area. Braking should not be required immediately before the finish line. Adequate space must be provided after the finish line to bring the car to a stop before exiting the course.
  - 1.3.8. Entrance and exit lanes shall connect with the course at separate points, though they may be close together. They will be kept clear for use by competing cars at all times.
  - 1.3.9. Long straights shall not terminate at a point where spectators or obstacles are directly in front at a distance closer than required to bring a car to a halt even with brake problems, a stuck throttle, etc.
  - 1.3.10. Spectators must be kept a safe distance from the course, particularly at the outside of turns and at the start and finish lines.
  - 1.3.11. The host club will provide appropriate fire extinguishers, flags, and material for cleaning up fluid spills (e.g., Oil Dry).

- 1.3.12. The course layout will be the same for all drivers within a class and may not be altered during a class run. The location of all cones or other course markings will be outlined on the ground in such a manner that they can be replaced to their original position when displaced. These markers must be placed so that the entire course is a minimum of 15 feet wide. Single file slalom markers must be a minimum of 45 feet apart. All corners must be negotiable without reversing by any legal Street category car.
- 1.3.13. The host club must provide a designated means for communicating immediately with emergency services. In most situations, this will be the EM's phone number for that specific event. In the event the EM is not available, the club President, followed by the club Vice President will be the next in order.
- 1.3.14. In the sole interest of safety, the course may be a minimum of 10 feet wide. This exception is only to be invoked when the site (permanent circuit, solid hazard, etc.) mandates its use to maintain a safe event. It must only be used to prevent a competing vehicle from attaining an unsafe speed, not for reducing vehicle speed (use at the start of a straight section, not at the end).

## **2. ELIGIBILITY OF DRIVERS**

- 2.1. All drivers must possess a valid driver's license for the state or country in which they reside.
- 2.2. Drivers who are minors in the state in which the event is held who satisfy section 2.1 may enter an event providing written parental permission accompanies registration. Parental permission will consist of a completed form entitled "PARTICIPANT'S AGREEMENT – Waiver and Release of Liability: Indemnity Agreement." Forms may be obtained from the EM prior to the event.
- 2.3. A driver may enter an event once in a trophy class. A driver may enter an event twice. However, both entries shall be classed in Exhibition (X). A driver may not enter an event more than twice.
- 2.4. Any driver displaying unsportsmanlike conduct or driving recklessly on or near the event may be disqualified from the event.
- 2.5. Any driver considered by the EM to be under the influence of alcohol, narcotics, or any substance that may affect their driving ability will be disqualified from the event.
- 2.6. All drivers who have a physical disability or disease that might impair their driving ability must notify the EM prior to registration. The EM may require a doctor's statement for release of liability.
- 2.7. No participant may use any wheeled conveyance during the course walk. The only exception to this is a person with a physical disability. This person must attain specific permission from the EM to use a wheeled conveyance. During the course walk, this person must travel at a speed no greater than walking speed.

## **3. ELIGIBILITY OF VEHICLES**

- 3.1. All vehicles, except those running in the non-Street categories, must be able to be licensed for highway use in the state or country of their owner's residence and must be legal in the state in which the event is held.
- 3.2. No more than four drivers per vehicle shall be allowed for an event. No more than two drivers per vehicle shall be allowed for a class. A minimum of 3 minutes must elapse between each run of a vehicle.
- 3.3. Sound measurement procedures shall be as defined in the current edition of the Sports Car Club of America (SCCA®) Solo Rules (Appendix I). The driver(s) of any vehicle found in non-compliance with the sound emission limits shall receive a warning from an event official. After two warnings for the same vehicle at an event, a third warning shall result in disqualification of the vehicle and all times for that vehicle shall be designated DNF. Vehicles shall be permitted to exceed SCCA exhaust system length limits, if applicable, to meet the sound emission limits.
  - 3.3.1. For the 2025 autocross season, all vehicles shall meet sound emission limits of no greater than 108dBc, and no greater than 103dBc at Canterbury Park and the Minnesota State Fairgrounds.

- 3.3.2. For the 2026 autocross season onwards, all vehicles shall meet sound emission limits of no greater than 105dBc, and no greater than 100dBc at Canterbury Park and the Minnesota State Fairgrounds.
- 3.4. Nitrous Oxide injection is prohibited in all classes.
- 3.5. For the 2024 season, the Vitour Tempesta P1 is NOT allowed for any of 200TW tire classes. This includes Street, Street Touring, CAM, XS, etc. The tire is allowed for any classes that allow DOT legal tires, such as Modified, Prepared, Novice, Exhibition, etc.

#### **4. SAFETY INSPECTION (no exceptions to section 4)**

- 4.1. All vehicles must pass a safety inspection prior to entering the event course. The entry fee will be refunded if a vehicle fails to pass this inspection. Car number and class designation shall be displayed legibly on both sides of the car. Car numbers shall be a minimum of 8 inches high. Class letters shall be a minimum of 4 inches high. Class shall be represented by the upper case abbreviated form. MAC Pro class shall be indicated by a "P" preceding the regular class letters. Vehicles running in Novice class are not required to display a class designation. The numbers will be on the door of the vehicle unless the vehicle does not have doors; then, the closest body panel will suffice.
- 4.2. Safety helmets are required for all competitors. Helmets must meet the standards specified in section 4.3 of the current edition of the SCCA National Solo Rules. Member clubs may enforce helmet requirements more restrictive than those published by the SCCA, as required by member club rules. Any such additional helmet requirements shall be clearly stated in advance by member clubs on event flyers and entry forms.
- 4.3. A driver's seat lap belt with metal-to-metal, quick release buckle shall be required in competing vehicles and shall be securely mounted to the frame or body of the vehicle.
- 4.4. Wheel bearings, wheels, shock absorbers, and steering mechanisms must be in safe operating condition. Tires should be free of deep cuts and bulges and no cords should be visible. MAC does not require a minimum tread depth, but the safety conditions described in the previous sentence must be met throughout a day's competition. A tire with cords visible, regardless of the cord material or its position on the tire, must be replaced or the vehicle will not be permitted to continue to compete.
- 4.5. Brakes must operate on all four wheels and must be activated by a single pedal and be capable of stopping the vehicle safely.
- 4.6. Steering wheel spinner knobs must normally be removed, but any special manual or pedal controls are allowed when required by a physically disabled driver.
- 4.7. Hubcaps or wheel covers that are likely to come off must be removed.
- 4.8. All loose items shall be removed from the car.
- 4.9. Driver's side floor mat must be removed unless securely mounted. OE fasteners designed to prevent the mat from moving forward satisfy this requirement if they are in good working order.
- 4.10. A vehicle that fails to meet any of the preceding requirements or which is judged by the Safety Inspector to be overly noisy or in unsafe or hazardous operating condition or for any other reasons, shall be barred from the event until the deficiency is corrected. The Chief Technical Inspector may make such a judgment at any time during the event.
- 4.11. Safety requirements for Kart Modified (KM) class shall be as defined in the current edition of the SCCA National Solo Rules, including both vehicle and driver safety equipment requirements.

#### **5. ORGANIZATION AND MANAGEMENT**

- 5.1. The minimum official organization at an event shall consist of an EM, a Chief Technical Inspector, a Chief Marshal, a Chief of the Course, and a Chief of Timing and Scoring. These five are event officials referred to elsewhere in these rules and also constitute the Protest Committee, the EM voting only to break a tie. Names of these event officials must be posted or otherwise made available at or near the registration area.

- 5.2. Each of these officials shall organize the necessary workers under their jurisdiction. The EM is responsible for workers in other categories and has overall responsibility.
  - 5.2.1. The Chief Technical Inspector shall see that cars comply with safety regulations and are properly classified. A copy of the rulebook must be available at registration. Cars not listed in the rulebook should be classed by the Chief Technical Inspector provisionally for that event, and referred to Minnesota Autosports Club for permanent classification. Such unlisted cars and their provisional classification will be announced at the drivers meeting.
  - 5.2.2. The Chief Marshal shall be responsible for marshaling and starting cars.
  - 5.2.3. The Chief of the Course shall position course workers in such a manner that all course deviations will be spotted and reported to the Chief of Timing and Scoring. They should rope or close off the course in such a manner that there is only one entrance and one exit and that the spectators are clear of the course at all times.
  - 5.2.4. The Chief of Timing and Scoring shall be responsible for accurately timing all contestants and making the unofficial scores available as soon as practical in the spectator area.
  - 5.2.5. The EM is responsible for the overall conduct of the event, and should conduct the event according to these rules unless circumstances require a deviation, in which case the entrants must be notified per 1.1.

## **6. CONDUCT OF THE EVENT**

- 6.1. Event officials shall make every reasonable effort to ensure each driver makes all timed runs in the same run group as other drivers in the same class. The run order shall be announced prior to commencing timed runs.
- 6.2. Reruns
  - 6.2.1. A rerun will be given to a driver who requests it for legitimate safety reasons, such as slowing for a worker on the course.
  - 6.2.2. A rerun will be given to any driver who catches up to another car during timed runs or during limited practices. Any driver who tries to pass another car may be disqualified.
  - 6.2.3. Drivers requesting a rerun shall slow down and signal by holding an arm up or out the window. The driver shall complete the course at reduced speed and exit the course in the normal manner. Reruns must be requested while the driver is still on course for the run.
  - 6.2.4. If the course layout changes temporarily (such as displaced course marker) a rerun shall be given to those cars directly affected. All entrants in one class must run under similar course conditions (wet, dry, oily). Entrants who do not rerun after the change of layout will receive a DNF score.
  - 6.2.5. A rerun will not be given for any run in which the driver has caused a DNF. A driver cannot erase a DNF by catching another car. Timing failure will not be cause for a rerun if the driver earns a DNF.
  - 6.2.6. Reruns will not be given due to a mechanical failure of the vehicle.
  - 6.2.7. A minimum of 3 minutes must elapse after a car leaves the course before a rerun will be permitted.
- 6.3. Passengers are not permitted during timed runs, unless expressly permitted by the host club.
- 6.4. Drivers are not permitted to warm their tires prior to entering the course.
- 6.5. Work assignments may be required of competitors. Any competitor not fulfilling a required work assignment may be penalized or disqualified from the event.

## **7. JUDGING AND SCORING**

- 7.1. **TIMING EQUIPMENT:** Clubs are encouraged to use photocell timers. If a master clock (i.e., automatic timer) is available, its time will be the official raw time of the run. Timing equipment must be accurate to at least 0.01 second.
- 7.2. In the event of timing failure, if the driver completes the run without a DNF, a rerun will be given. In the event a timer fails to start, a driver may be stopped before completing the run, if practical.
- 7.3. The method of starting, timing, finishing, judging, and scoring will remain constant throughout an event.
- 7.4. Luck or chance will not deliberately be included as a factor in judging or scoring.
- 7.5. The EM will determine the penalties for displacing course markers or making course deviations. A penalty will be assessed if a course marker is upset or displaced completely out of the outline described in 1.3.12.



- 7.6. Penalties incurred during a timed run for which a rerun has been given will not be charged against the rerun.
- 7.7. Each class's times and penalties shall be online (live timing) or printed and posted physically prior to the next run group of that class. These results are to be considered preliminary. All times and penalties become official upon publishing online on the season results web page.
- 7.8. Trophies will normally be awarded to the top 20% in each class (3-7 cars, 1 trophy; 8-12 cars, 2 trophies; 13-17 cars, 3 trophies; etc.). Ribbons or other mementos may also be awarded. Refer to section 9.6 for procedures to combine classes when necessary.
- 7.9. All scoring sheets shall be retained for at least two weeks after the results are published.
- 7.10. Event results shall be posted online or sent to all entrants within four weeks after the event has been run. Entrants shall have the option of requesting results by either email or regular mail. Results shall include at least the following: class, position, car number, driver first and last name, car, and fastest time including penalties.
- 7.11. A copy of the results of all events shall be made available to the MAC rules chair.

## 8. VEHICLE CLASSIFICATION

- 8.1. Vehicle classifications shall be classes with full national status, as established by the current edition of the SCCA Solo Rules (sections 3, 12-19, appendices A-C and appendix F) and related SCCA Fastrack revisions, with the following exceptions:
  - 8.1.1. The only kart class offered shall be KM, as defined in the current edition of the SCCA National Solo Rules. Member clubs may elect not to offer the KM Class, based on insurance and/or site restrictions. If one or more Met Council Autocross Series events do not permit KM entrants, the number of events required to qualify for a series trophy in KM shall be reduced accordingly.
  - 8.1.2. No Ladies classes shall be offered.
  - 8.1.3. The following SCCA Supplemental/Regional Classes shall be offered: Classic American Muscle (CAM), including CAM-T, CAM-C, and CAM-S, Extreme Street, including XA, XB, and XU, Electric Vehicle Experimental (EVX), and Club Spec, including CSM and CSX.

## 9. SUPPLEMENTARY CLASSES

- 9.1. Index (Z) Class: Available to all drivers in classes specified in section 8.1. Results shall be calculated according to the current PAX/RTP Index, as published by Chicago Region SCCA.
  - 9.1.1. Vehicles shall meet all applicable rules for their regular SCCA solo class.

- 9.1.2. Index Class is not involved in any bumping to other classes or categories, regardless of the number of Index Class entrants. The number of Index Class entrants will not affect regular-class sizes or trophy calculations in any way.
- 9.1.3. Index Class shall be treated as a regular class for the Met Council Autocross Series.
- 9.2. Novice (N) Class: Meant as an alternative, low-pressure class.
  - 9.2.1. N class will be available at all events. N is not involved in any bumping to other classes or categories, regardless of the number of N entrants. N entrants will not affect regular-class sizes or trophy calculations in any way.
  - 9.2.2. A trophy will be awarded for the top ten percent of drivers in N, with the trophy count rounded up for .5 or greater. There must be a minimum of three N entrants for a trophy to be awarded.
  - 9.2.3. N class is open to any driver who has never received an N class trophy, regardless of previous auto sports experience or awards. Drivers are not required to state their reasons for entering N.
  - 9.2.4. Any vehicle licensed for street use may be used in N. N entrants must run on DOT-approved tires. No adjustment or handicap will be made on account of the car's regular class. Safety and noise considerations shall follow sections 3 and 4, as usual.
  - 9.2.5. Different drivers may enter a vehicle in both N and its regular class. Protests of vehicle legality or classification in its regular class shall not affect the N entrant.
  - 9.2.6. No Met Council Autocross Series points are to be given for N. As the intent is low-pressure, it is recommended that clubs give points only for club participation awards and not for club competitive awards.
  - 9.2.7. N class is not intended to affect clubs' entry-fee policies in any way.
- 9.3. Exhibition (X) Class: Meant as a place where cars can be run for testing, or for any other reason, without affecting the scoring of the event.
  - 9.3.1. Any entrant may choose to enter the Exhibition class.
  - 9.3.2. Any vehicle legal for any Met Council class or category may be used in X. Safety and noise considerations shall follow sections 3 and 4, as usual.
  - 9.3.3. Times and penalties will be recorded, posted, and published. No trophies or points will be awarded.
- 9.4. Pro (P) Class: Available to all drivers in classes specified in section 8.1. Results shall be calculated according to the current PAX/RTP Index, as published by Chicago Region SCCA.
  - 9.4.1. Pro class will be available at all events. Pro is not involved in any bumping to other classes or categories, regardless of the number of Pro entrants. Pro entrants will not affect regular-class sizes or trophy calculations in any way.
  - 9.4.2. Vehicles shall meet all applicable rules for their regular SCCA solo class.
  - 9.4.3. Pro shall be treated as a regular class for the Met Council Autocross Series.
- 9.5. Consolidated Classes: Cars in classes specified in section 8.1 with one or two entries at an event shall be placed in a Consolidated Class for that event only.
  - 9.5.1. Event trophies shall be awarded for each Consolidated class, but no Series trophies shall be awarded for the classes.
  - 9.5.2. Drivers competing in Consolidated classes shall receive Series points in their regular car classes.
  - 9.5.3. There must be a minimum of three entrants in a Consolidated class for a trophy to be awarded.

- 9.5.4. No additional class identifiers shall be required for cars running in Consolidated classes, beyond those specified in section 4.1.
- 9.5.5. Timing workers shall create the Consolidated class in the timing software immediately following the closure of registration at a competition event.

## **10. PROTESTS**

- 10.1. Protests may be entered only by a driver entered in the event and only against a vehicle in the same class as the person protesting or a vehicle that affects the protester's score or rank.
  - 10.1.1. Entrants protesting the classification of a car must announce it at the drivers' meeting. Any protests regarding classification of such cars must be made prior to the start of the second timed run.
- 10.2. Technical and timing protests must be submitted in writing to the EM within 15 minutes of the posting of the last timed run. The EM must notify the driver(s) of a protested vehicle of the protest immediately. If the Protest Committee upholds a timing protest, the competitor whose time was protested will be granted a rerun. If the rerun time including penalties is between 100% and 102% (inclusive) of the protested time, the protested time will stand. If the rerun time including penalties is outside this range, the rerun time including penalties will become the official time.
- 10.3. The protest fee will be \$5.00. Protests involving mechanical teardown may need money posted to cover expenses. The fee will be returned to the protester if the protest is upheld.
- 10.4. The burden of proof of the rules infraction lies with the person protesting.
- 10.5. A majority decision of the protest committee defined in section 5.1 shall be necessary for any action, and this decision is final. The penalty for any rules infraction shall be contained within this decision.
- 10.6. Scoring protests must be submitted in writing to the EM within four days after publishing of the results. No fee is required for scoring protests. Please refer to section 7.7.

## **11. Minnesota Autosports Club (MAC) Event Supplement Rules**

- 11.1. Events hosted by Minnesota Autosports Club (MAC) shall be governed by the most current revision of the Minnesota Autosports Club Rules.
- 11.2. SUPPLEMENTAL CAR CLASSES
  - 11.2.1. KM: For 2024, vehicles meeting all requirements of the KM kart class, as defined in the current edition of the SCCA National Solo Rules, shall be allowed to participate in all MOWOG Series and MAC Practice events. The KM class shall be eligible for event trophies and MOWOG Series trophies.
  - 11.2.2. XA, XB, XU: For 2024, vehicles meeting all requirements for these classes, as defined in the current edition of the SCCA National Solo Rules, shall be allowed to participate in all MOWOG series and MAC Practice events. The XA/XB/XU classes shall be eligible for event trophies and MOWOG Series trophies.
- 11.3. SCORING FOR PRO CLASS
  - 11.3.1. Participants competing in the "PRO" class of the MOWOG Autocross series are included in the pro series standings. Eligibility and included events are the same as section 6.1 of the MOWOG series less the requirement to compete in the same class over the course of a given season.
  - 11.3.2. Each driver's class "time" is a combination of their best morning run (including penalties) added to their best afternoon run (including penalties). This total is then multiplied by the PAX value for their competition class. This is the individual driver's corrected "PRO time."

## **12. EVENT REGISTRATION**

- 12.1. Online registration shall be available on Motorsportreg.com (MSR) for all events.



- 12.2. Online registration for events shall typically open 30 days prior to each MOWOG and Practice event, and 60 days prior to each Training/Driving School event.
- 12.3. Online registration shall require online payment.
- 12.4. Minnesota Autosports Club (MAC) has a No Refund policy for online registrations. Exceptions to this policy may be granted at the sole discretion of a MAC Officer, in cases of significant hardship, such as a serious injury or illness, death in the immediate family, or auto accident. All refund requests must be submitted in writing (electronic or paper) to the MAC Treasurer not later than 10 days after the event for which a refund is being requested, and will be subject to a \$5.00 service charge. Per Met Council Autocross Rules, full refunds shall be provided if your car fails to pass Safety Inspection at an event, and you are thus unable to compete in that event.
- 12.5. No waiting lists shall be maintained by MAC, prior to the day of the event.
- 12.6. The following advance registration entry fees shall be applicable for 2024 MAC events:

	MAC Member	Non-Member
MOWOG 1, 2, 9	\$45	\$45
MOWOG 3, 4, 5, 6, 7, 8	\$35	\$45
Novice Autocross Training	\$50	\$50
Members-Only Events	\$45	N/A

- 12.7. Day of event registration shall be \$5 higher than advance registration.
- 12.8. Mail-in advance registrations shall be accepted, if accompanied by full payment.
- 12.9. The following entry limits shall be enforced for 2024 events:

Event	Entry Limit
MOWOG 1, 2, 9 – Canterbury	160
MOWOG 3, 4, 5, 6, 7, 8 – DCTC and Fairgrounds	140
Novice Autocross Training	60
Members-Only Events – DCTC	70

**13. ANNUAL TECHNICAL INSPECTION / NUMBERS**

- 13.1. Annual technical inspections may be offered to members, at the discretion of the MAC Chief of Tech. To receive an annual tech inspection sticker, drivers must request annual inspection at a MAC event, and should meet the following requirements:
  - 13.1.1. Member requesting annual inspection must be a current member of MAC in good standing.
  - 13.1.2. Member requesting annual inspection shall have competed in the required minimum events during the previous year to qualify for a MOWOG Autocross Series trophy.
- 13.2. A person will forfeit their reserved number if they have not paid a membership or paid for event registration in the prior calendar year. The number can be reserved with payment for membership or event registration in the present calendar year. Numbers are reclaimed in January. Corvettes of Minnesota (COM) and Chippewa Valley Sports Car Club (CVSCC) will send to the MAC numbers chair a list of entrants for whom to reserve numbers.

**14. INSTRUCTIONAL RUNS**

- 14.1. Time permitting, EMs may allow non-competition instructional runs for a limited period of time. Times for instructional runs shall not be included in the Official Results for any MAC event.
- 14.2. Only registered drivers for a given event are eligible to drive during instructional runs.

- 14.3. Any registered driver or spectator 16 years of age or older who has executed the required event waiver may ride in a passenger seat during instructional runs. All passengers shall use approved safety restraints and helmets during instructional runs.
- 14.4. Any vehicle that has passed Event or Annual Technical Inspection, and is displaying the appropriate inspection sticker, may be driven during instructional runs.

## **15. RIDE ALONGS**

- 15.1. Instructors, as designated by the MAC Board of Trustees, are permitted to ride along with competitors during timed runs at MOWOG events. Competitors are also permitted to ride along with designated instructors during timed runs at MOWOG events.
- 15.2. Any registered driver or spectator 16 years of age or older who has executed the required event waiver may ride in a passenger seat during practice events. All passengers shall use approved safety restraints and helmets.
- 15.3. Any registered or known non-novice driver is permitted to have a rider. The rider may be any other registered driver or licensed spectators that have signed the event waiver. Novice drivers are only permitted to have an instructor ride along and no other riders are permitted for these drivers.

## **16. MOWOG SERIES**

- 16.1. MAC annually sponsors the MOWOG Autocross series. For 2024, participation in a minimum of five (5) MOWOG events in the same class shall be required to qualify for a Series trophy. Points shall be counted for exactly the required number of events. Drivers who compete in more than the required number of events shall have their best scores counted.
- 16.2. Points shall be awarded based on the following formula:  $\text{Points} = \frac{\text{Class Winning Time} \times 100}{\text{Your Time}}$ , with the result rounded to the nearest thousandth of a point. The class-winning driver shall receive 100.000, while others shall receive fewer points (example: 98.146). Each driver shall be awarded points for the car's actual Met Council class, not a trophy class to which the car may have been bumped at an individual event.

## **17. PAX CHAMPIONSHIP**

- 17.1. MAC shall designate "Driver of the Year" at the conclusion of each season, based on the driver with the highest average PAX ranking for the events used to qualify for MOWOG Series trophies. The Driver of the Year shall have their name added to the MAC traveling trophy, and retain the trophy until the next Driver of the Year is designated. The Driver of the Year shall also be granted exclusive rights to use the car number one (1) for the entire MAC season following their designation as Driver of the Year.

## **18. ONLINE REFERENCES**

SCCA® 2024 Solo Rules

<https://www.scca.com/pages/solo-cars-and-rules>

2024 PAX/RTP Index

<https://www.solotime.info/pax/>