

**COMPETITION AND SPEED REGULATIONS
OF THE VIRGINIA MOTOR SPORT CLUB, INC.**

REVISED 9/7/2017

1.0 GENERAL These Competition and Speed Event Regulations will be used for all speed events directly sponsored by VMSC.

1.1 Changes

Suggested changes to these Regulations shall be presented in writing to the Competition Committee. Changes must be approved by the Competition Committee and by the Board of Directors. Any emergency classification decisions necessary at an event shall be reviewed by the Competition Committee, and a report filed at the next regularly scheduled meeting of the Board of Directors at which time a permanent decision for future events shall be made.

These Competition and Speed Regulations may not be modified by an Event Chairperson (O.D.) unless the modification has the prior approval of the First Vice-President.

1.2 Officers of the Day (O.D.'s)

- A. One or more O.D.'s (event chairperson or event administrator) will be appointed for each event.
- B. The O.D.(s) shall plan, organize, and carry out the event having full authority to effect changes made necessary by unforeseen circumstances.
- C. The O.D.(s) may enlist as many helpers as necessary. These need not be Club members but should be thoroughly familiar with their assigned tasks.
- D. The O.D.(s) or someone appointed by the O.D.(s) will organize and preside over any drivers meeting at the event.
- E. The O.D.(s) shall notify the membership in advance as to the date, time, and place of the event, and of any special equipment necessary for participation.
- F. The O.D.(s) shall secure the necessary equipment for the event and pack-up and secure the equipment promptly following the event.
- G. The O.D.(s) shall promptly and accurately score the event and deliver the final results to the Club Secretary, and to the Club Webmaster within one week of the close of the event. In addition, they shall provide a list of the trophy winners to the Trophy Chairman, and the names and addresses (email) of all non-club member participants (with an interest in joining the club) to the Membership Chairman.
- H. Safety shall have paramount consideration in the operation of all events, and it shall be the responsibility of the O.D.(s) to see that all reasonable precautions are taken (e.g., fire extinguishers on hand, crowd control

provided for, checkpoints properly located, drivers properly licensed and insured, etc.).

- I. For rallies, the O.D.(s) will have a copy of the final General and Route Instructions ready for the official pre-checkers and safety stewards appointed by the First Vice-President. These final Instructions should be ready approximately two (2) weeks prior to the date of the event. Sanction may be withdrawn by the First Vice-President or, in his absence, by the President if it is determined that the rally has not been adequately pre-checked.

1.3 Contestants

- A. Only VMSC members and invited guests may compete in events. The Board of Directors may provide a one day membership for non-members. The Board will set the one day fee required. All Contestants, Workers, Volunteers, Spectators, O.D's and those present at the events must sign an insurance waiver of liability. This includes minors who will require parental or guardian signatures.
- B. Consumption of alcoholic beverages or illegal drugs during an event shall be a cause for disqualification.
- C. Receiving a citation for a moving traffic violation during an event shall be a cause for disqualification.
- D. In rallies, all cars must contain one driver and one navigator. Other persons may be allowed by the O.D.(s). Such additional persons may be the cause for additional penalty or disqualification at the discretion of the O.D.(s). No person may compete in a rally alone. Seat belts must be provided for all occupants.
- E. Automobiles entered in Club events will not display any advertising or other writing which could be detrimental to the Club or the sport. Judgment will be by consensus of the O.D.(s) and the first vice president , if available.
- F. The participation as an entrant for competition or "fun runs" in a competitive event on a motorcycle is expressly prohibited. For purposes of these Competition Regulations, a motorcycle is hereby defined as any vehicle with less than four (4) road wheels.

1.4 Fees

- A. Entrance Fees for all Rallies and Speed events will be set by the Board of Directors. The default fees shall follow the schedule below:

Event	Pre-registered?	Annual Member?	Fee
Autocross	Y	Y	\$30
	Y	N	\$35
	N	Y	\$35
	N	N	\$40

- B. For all events, guest entry fees, and Daily Memberships may be charged up to 1.75 times the member entry fee (charges for food, lodging, etc. excluded).
- C. The Board of Directors may sell permanent autocross numbers for the year to club members only. Each member may purchase one number for their use. The total number, the number available in each heat, and the yearly fee shall be determined by the Board of Directors.
- D. The Board of Directors may discount the cost of permanent numbers and Autocross entry fees to board members and to individuals who provide valuable club services. These discounts, shall be reviewed by the Board of Directors each year. Special one time discounts may also be extended to prospective members.
- E. Annual assignment of permanent numbers: The club member holding a permanent number must be a member in good standing. At the end of each season, all permanent numbers revert to the board of directors. At the beginning of the season, the number holder from the previous season has first right of refusal for the same permanent number. If the number holder did not participate in at least 50% of the year's speed events the number becomes available to another club member. Dues for annual membership and the fees for the permanent number must be paid by March 1, or the number becomes available to another member.

2.0 SPEED EVENTS (AutoCross)

- 2.1 **PURPOSE:** The purpose of these Speed Event Regulations is to establish a uniform set of guidelines for the conduct of all speed events sanctioned by the Virginia Motor Sport Club, Inc.
- 2.2 Permission in writing for the use of the property should be in the possession of the O.D.(s) at the time of the event.
- 2.3 The event shall be run in accordance with these VMSC Competition and Speed Event Regulations.
- 2.4 **SCOPE:** These Competition and Speed Event Regulations will be used for all speed events directly sponsored by VMSC, both for the awarding of trophies and for the awarding of VMSC points. Further, they will be used for the awarding of VMSC points in speed events directly sponsored by other organizations if such events are declared VMSC Points Events by the Board of Directors.

2.5 COURSE LAYOUT

- A. The course surface at the start of the event shall contain no holes, loose areas, gratings, oily spots, or other dangerous features.

- B. The course shall be roped off or otherwise isolated from spectators in a safe manner with spectators not being allowed nearer than fifty (50) feet from the centerline of the course.**
- C. Hazards near the course shall be no nearer than twenty-five (25) feet from the course centerline. These hazards include light poles, traffic islands, and other immovable objects. Go carts may require additional distance from hazards.**
- D. Safe entrance to and exit from the course shall be provided. A stop gate is recommended on parking lots. If a stop gate is used, it shall be far enough from the finish line that cars can stop without locking the wheels.**
- E. The course layout should be posted on a map or chart in a clear manner.**
- F. The position of each pylon shall be marked on all paved surfaces with chalk, crayon, or similar substance. The marking shall follow the outline of the base of the pylon as closely as possible to facilitate checking for penalties.**
- G. No pylon gate shall be narrower than fifteen (15) feet measured from the closest distance between the pylons. Caution should be exercised to prevent placing offset gates, or a gate offset to the natural path of the car, such that narrow cars are provided a substantial advantage by having a superior line of travel.**
- H. Turns of one-hundred-eighty (180) degrees or more shall have a minimum outer radius (specified by pylons) of thirty (30) feet.**
- I. Recommendation: On any event using a practice lap just preceding the timed lap(s), there should be a turn just down course from the start-finish line such that cars must brake very soon after the start-finish line. This is to eliminate any advantage an entrant might get by avoiding gates or knocking down pylons at the end of the practice lap in order to cross the start-finish line at a higher speed. On an event of this type, no pylon or off-course penalties shall be assessed an entrant for pylons hit or off-course maneuvers while on a practice lap.**
- J. Recommendation: Course layout should be open enough to allow good competition between small and large cars but not so fast that weight-power ratio is primary. Course following should not be so difficult as to constitute a significant element in the event.**
- K. If the course requires a car to go through any gate more than once per run, it shall be so designed as to allow sufficient time for course workers to replace any pylons knocked down before the car makes its next pass through the gate.**
- L. The course's speed shall be regulated by its configuration for entrant and spectator safety taking into account the area on which the event is held.**

2.6 EVENT ADMINISTRATION

- A. Entrants shall have at least two (2) separate timed runs. All entrants shall have the same number of runs, practice and timed, except in the case of a runoff to break a tie or in the case of a rerun due to timing system failure. Any contestant whose run is stopped, slowed, or impaired through no fault of his own and which is not the result of mechanical failure of his car shall be given a rerun. Regardless of the number of reruns given, the maximum pylon penalty on any such run (original run or rerun) shall not carry over from the previous aborted run.**
- B. Time ties shall be settled on the basis of the other run(s) of the tied cars. Only if they are still tied will a runoff be used.**
- C. Limited walk-through, drive-through, or practice laps shall be provided at the discretion of the O.D.(s).**
- D. A member of the Competition Committee (who is not an O.D.) shall pre-check the course via a drive-through to ensure its adherence to the standards set forth in these Regulations and any insurance requirements. In addition, the O.D.(s) may pre-check the course. If the pre-checker intends to compete in the event, he may not pre-check the course in the car in which he intends to compete, in any car which would compete in the same class, nor a similar model car.**
- E. Twenty Five (25) car heats are recommended for all VMSC speed events.**
- F. Official results are to be made available on the VMSC Website (vmsc.org) within one week of the event.**
- G. A penalty of two (2) seconds shall be added to the run time of an entrant for each pylon knocked down, carried away, or displaced totally outside its marked position. However, in the case of multiple abutting pylons, the penalty for displacing one or all of the pylons is two (2) seconds. No penalty shall be assessed if the pylon is upright and has some portion of its base within the marked area. Course workers are to replace any moved pylon to the center of its marked position before the next pass of a car. A car is considered to be on course at a pylon if the pylon is hit (i.e., hit sufficiently to make it a penalty) regardless of the position of the car or the direction or angle from which the pylon is hit.**
- H. An entrant shall be DNF'd if he is off-course or if he fails to stop at a required stop gate end pylon. The car may be touching and leaning the end pylon without penalty provided that the end pylon still meets Regulation 2.6 G.**
- I. Exhaust suppression is required at VMSC events where noise could prove to be a nuisance. All VMSC events will require exhaust suppression unless otherwise publicized. The SCCA guideline is 100 db under full load.**
- J. Instructional Runs or "Fun runs" and other noncompetitive uses of the course under VMSC sanction shall conform to the same safety standards as required for competitive runs.**
- K. Both the car number and its entry class shall be clearly displayed on all entered cars. All numbers and class letters, including Novice, must be visible to the timer and course workers. The car numbers must be a minimum height of 8 inches and displayed on both sides of the vehicle. Class letters must be a minimum height of 4 inches and displayed on both sides of the vehicle.**

2.7 ENTRANTS

- A. An entrant's competitive runs are defined as his first set of runs in that portion of a VMSC speed event during which VMSC points and/or trophies are awarded. An entrant can have only one set of competitive runs, all of which must be made in the same car and in the same class.**
- B. Only the driver and non-competing individuals shall be in the car while it is on the course for competitive runs. A navigator or instructor may be required by the O.D.(s) or a course official assigned by the O,D.(s). A Novice driver may request the O.D.(s) assign a navigator**
- C. Seatbelts must be properly worn by all individuals while driving or riding on the course.**
- D. Snell-Approved helmets which meet SCCA guidelines are recommended. Protective helmets must be worn while driving or riding on the course. Loaner helmets will be made available.**
- E. Anyone driving unsafely on the course, or in the pits, grid, or parking areas or on public or private access roads near the event shall be disqualified.**
- F. Each car must be properly classified as Street, Street Touring, Street Prepared, Prepared, Classic CAM, Vintage, Street Modified,Modified or other SCCA class by the entrant, getting help from the technical inspector if needed. He must also be prepared to list all modifications when asked.**
- G. Any entrant competing in a car not having a stock- size windshield or competing in a Sports-Racing or Formula car shall wear a face shield, goggles, or some other approved form of eye protection. Regular eyeglasses are not considered to be sufficient protection.**
- H. Drivers must be able to show that they hold a valid operator's license, upon request.**
- I. The only allowable fuels are gasoline, gasohol, and diesel fuel. Gasoline octane-boosting additives containing nitrous oxide, nitro-methane or similar materials are not permitted. Cars equipped with alternate fuel systems, such as propane or electric, from the factory shall be allowed.**
- J. If an entrant is not ready to start a run at the proper time, he shall be disqualified for that run unless specifically exempted from this requirement by an O.D. The minimum time between an entrant's timed runs shall be five (5) minutes.**
- K. Each entrant's best timed competitive run in each event will be counted for VMSC point and trophy purposes.**

2.8 TECHNICAL INSPECTION

All cars must be inspected prior to running the course and must comply with the following in order to compete:

- A. No hubcaps, wheel covers, beauty rings, or steering wheel spinner knobs are allowed. The car must be clear of loose items and floor mats must be removed.
- B. Wheels must be safely attached. Lug hole taper and wheel chamfer must match, no reverse rims. The wheels must fit tight against the bearing area of the drum or hub. All lug nuts or bolts must be attached.
- C. Tires must be in good condition. There must be no splits in the sidewalls or in the tread nor may tire cord be showing. No studded tires are allowed.
- D. Seatbelts must be properly installed with all hardware secure and tight. Seats must be securely fastened in the car.
- E. There must be safe, positive throttle return and linkage. This is to be checked by depressing the accelerator.
- F. There must be no excessive leaks of fuel, oil, water, or brake fluid.
- G. There must be no broken or missing spokes in wire wheels nor cracks in disc wheels or bent rims.
- H. A straight-line stop test may be conducted. The tires need not be skidded.
- I. Cars with swing-axle drive wheels must have camber compensation or negative camber.
- J. The criterion for proper exhaust suppression is sound level. Any car deemed by the O.D. (s) to be excessively loud shall not compete, regardless of the type of exhaust system installed.
- K. Wheel bearings, suspension, and shocks must be in safe operating condition.
- L. Any camera mounted inside or outside the vehicle must be securely fastened.
- M. Vehicles with a higher than average potential for roll over may be excluded.
- N. Batteries must be securely fastened to the vehicle to prevent movement during competition runs.

2.9 CLASS SYSTEM

For VMSC Classing see the current SCCA SOLO Rulebook. The Competition Committee may initiate a temporary class for evaluation.

A Novice class based on PAX times may be provided at each Autocross at the discretion of the O.D.(’s). A Novice is defined as a competitor who has participated in 6 or less Autocrosses.

A Ladies class based on PAX times may be provided at any event by the recommendation of the Competition Committee and approval of the Board of Directors.

Events heats may be run by class at the discretion of the O.D.’s or the Board of Directors.

2.10 PROTESTS

- A.** Any contestant may request of an O.D. and the technical inspector on the day of the event a review of the classification of his own or any other car. If an agreement cannot be reached, he may file a formal protest in writing within one-half (1/2) hour after the end of the last competitive run of that day. The protest must state why it is felt the car was improperly classed. The protest will then be considered by the Competition Committee. If the car is found to be improperly declared, the car and driver(s) will be disqualified for that event, and no points or trophies will be awarded to that entrant(s).
- B.** Any contestant may file a formal protest of a speed event that he believes is being conducted in violation of any VMSC safety-related Regulation. The protest must be filed as soon as the suspected violation is noticed but not later than the protestor's second timed run. The protest must state exactly the alleged violation. Upon receipt of the written protest the event will be halted until a decision can be achieved by the Competition Committee and until any violation found is corrected.
- C.** In the absence of all members of the Competition Committee, a protest may be delivered to an Officer of the Club, any member of the Board of Directors, or the O.D.

2.11 EVENT TROPHIES

Event trophies will be awarded on the basis of one (1) trophy for every five (5) cars or fraction thereof in each class.

2.12 COMPETITION POINTS

For purposes of awarding year-end Speed Trophies, classes will be grouped into three (3) Categories: Street, Street Prepared, and Prepared/Modified. Points will be awarded in the appropriate Category to each competing member. The Board of Directors will decide where any new SCCA Class will be placed for year end Competition Speed Awards. Award calculation details are provided in Section 4.1.F.

3.0 RALLIES

3.1 General and Route Instructions

- A.** Clear and complete course following rules shall be provided in the General Instructions of each event. It shall not be necessary for the contestants to be familiar with these Competition Regulations in order to compete successfully in the rally.
- B.** Detailed scoring rules shall be provided to each contestant at the start. These rules are to be established by the O.D.(s) and are to be followed without change when scoring.
- C.** A list of those definitions necessary to the understanding of the Route Instructions shall be a part of the General Instructions.
- D.** All instructions shall be free of any ambiguity.

- E. No rally shall consist of more than twenty percent (20%) dirt roads without the prior approval of the First Vice-President.
- F. Contestants shall not be required to travel in excess of legal speed limits in order to maintain average speeds. Speeds shall not be so slow as to hinder the free movement of traffic.
- G. It shall be stated in the General Instructions of the rally whether time is cumulative or non-cumulative. Where time is non-cumulative, each leg is separate and deficiencies in one cannot be made up in another. The use of cumulative time over distances greater than fifty (50) miles is to be discouraged. Time Allowances are required in rallies of more than 50 miles total length.
- H. No verbal instructions are to be given except in the case of an emergency.
- I. The First Vice-President, acting in cooperation with the O.D.(s), shall appoint an official pre-check team (normally two persons including a safety steward). Other pre-checkers may be appointed at the discretion of the O.D.(s) with the approval of the First Vice-President.

3.2 Mileage

- A. For all rallies in which mileage or average speeds are involved, an odometer correction point shall be given near the start of the rally. In any rally of more than fifty (50) miles length, the distance to the odometer correction point shall be at least ten (10) miles. The route to this point shall be straightforward with no deliberately confusing instructions.
- B. The odometer correction point shall be located so as to provide room for cars to pull completely off the road at or closely beyond this point.

3.3 Checkpoints and Timing

- A. The type, identification, and timing method of controls shall be adequately described in the General Instructions.
- B. Controls shall be located so as not to provide a hazard to contestants, workers, or other traffic.
- C. CHU, WWV, or a similar accurate time system must be available at the start of the rally if time is a scoring element.

3.4 Vehicle Safety

Each competing car must have a valid inspection sticker if required by the state of registry. Contestants assume full responsibility for the condition of their vehicles. Any obvious safety defect(s) may result in that vehicle being barred from competition until such defect(s) has been corrected.

3.5 Rally Protests

- A. Timing Protests: Any error in timing at an open control shall be resolved immediately with the control captain.

- B. On the Road Protests: Each protest shall be in writing and be delivered to the Competition Committee within one (1) hour of the finish time of the protesting contestant. In the absence of a member of the Committee, the protest may be delivered to an Officer of the Club, any member of the Board of Directors, or an O.D..

Protests will be evaluated by the Competition Committee as soon as practical following event. The Committee shall obtain facts and documents necessary to adjudicate the protest.

4.0 CLASSES, AWARDS, POINTS, AND DEFINITIONS

4.1 Definitions

The following definitions shall be used consistently in the administration of all VMSC events and in the determination of finishing position in each of the Year-End Championships sponsored by the Club (Those rallies which do not have specific classes, such as "Great Race" require members to declare their class before running):

- A. **Equipped Rally Class:** No limit is placed on the equipment that is used in this class. Any car in which there is mounted or available any of the following must compete in the Equipped Class:
- 1) Rally computer (e.g., Tommy Box, Robo, Zeron, etc.)
- B. **Limited Rally Class:** The only restriction on this class is that the computational equipment shall not receive a direct input from any distance measuring device, including GPS. All inputs for mileage must be made manually. This class includes the use of Curta Calculators and Speed Pilots .
- C. **Unequipped Rally Class or Stock Class:** Any car in which there is none of the following may compete in the Unequipped Class:
- 1) Rally computer (see above)
 - 2) Any printing electronic calculating device.
 - 3) Laptop Computers
 - 4) Global Positioning Systems (GPS) . Original equipment GPS in the factory location is permitted.
 - 5) Mileage measuring devices are limited to the stock odometer in the stock position. No variable drives are permitted.
 - 6) The OD may give permission to a rally contestant, meeting the requirements of the Unequipped Class, to compete in the Equipped Class. This class change should maintain the spirit of the yearly rally point's championship.

- D. **Novice Rally Class:** Any car which meets the requirements of the Stock Class and the combined rally experience of the driver and navigator are less than 5 rallies in the past 10 years.

The Novice Rally Class exists solely for the purpose of encouraging novice participation in rallies. Only event trophies will be awarded - there is no Novice Rally Championship. Event trophies for the Novice Class are determined by the O.D.

- E. **Speed Event:** Any event in which the object of competition is to run a specific course in the shortest period of time, such as but not limited to autocrosses.

- F. **Speed Event Categories:** Street, Street Prepared, and Prepared/Modified, Classes are grouped for Year-End Speed Championship Awards. The specific classes included in each Category may be reviewed and revised on an annual basis by the Board of Directors. The Street Classes will be the same as the previous SCCA Stock classes. The Street Touring and CAM Classes will be combined with the Street Prepared Classes and considered as Street Prepared for purposes of Year-End Awards. The Street Modified and Kart Classes will be combined with the Prepared/Modified Class. Novice Class, Ladies Class and Rookie of the Year awards will be considered for separate Year-End Speed Awards by the Board.

- G. **Year-End Points:** The units used in the scoring system employed for all VMSC Year-End Championships. The term "points" in these Regulations, when used without a modifier, shall be taken to mean Year-End Points. There are three Types of Year-End Points, as follows:

- 1) **Competition Points (C):** Only those points awarded for actual competition in a VMSC-sanctioned event. Worker Points and Attendance Points are not Competition Points.
- 2) **Worker Points (W):** Points awarded for participating in the organization and/or presentation of a VMSC-sanctioned event. Both O.D. and Pre-checker points are considered to be Worker Points. Competition Points and Attendance Points are not Worker Points.
- 3) **Attendance Points (A):** Points awarded for simply being present at an official VMSC function. These are normally awarded only for attendance at General Meetings and the Annual Awards Banquet, but may be authorized for attendance at other events which are not considered sufficiently competitive to justify the award of Competition Points. Competition Points and Worker Points are not Attendance Points.
- 4) **New members who pay the full membership fee will accumulate all three point types counting all events from the beginning of the year. Those new members who join after July and pay the half year dues are not eligible for that years Overall, Speed, Rally and Marque awards.**

- H. **Year-End Points will be awarded to VMSC members on the following basis:**

Rally Competition points are granted to both the driver and a single navigator on the following basis:

Rally Equipped Class (Time Multiplier = 1.0)

Rally Limited Class (Time Multiplier = 0.67)

Rally Unequipped Class (Stock Class) Time Multiplier = 0.33)

Competitor Rally Time (Time) = Total Time in Class x Class Time Multiplier

Maximum Rally Score (Max Class Time) = Highest Score possible (typically 200 x the number of controls) x Class Time Multiplier

Best Time = Lowest Competitor Time across all classes (Best Time)

Competition Points = 1000 – 800((Time – Best Time) / (Max Time—Best Time))

The Minimum Rally Points for a participant is 200 the Maximum is 1000

PLACE	AUTOX	RALLY	TYPE
O.D.	300*	1000*	W
Co-O.D.(Max of 3)	200	NA	W
Official Pre-checker (Safety Steward)(#)	NA	400	W
Other Pre-checker	NA	200	W
Day-of-event Worker	200	400	W

*Maximum of three for a one day event, maximum of four for a two day event. O.D.'s must be declared to the 2nd Vice President prior to the day of the event.

The Safety Stewart is usually present at the rally. If they also work other duties at the rally they get 200 additional points.

Autocross Speed competition points shall be based on the following formula:

Event Pts = 1000 – (800 * (PAXT – BestT) / (Worst Time – BestT))

PAXT - The competitors PAX indexed time for the event.

BestT - The best PAX indexed time for the event.

The PAX/RTP Index is published yearly through SCCA and North American Pylon by Rick Ruth. Car classes without an established PAX shall be calculated with a PAX of 0.95.

The maximum number of points resulting from the preceding calculation shall be 1000. The minimum number of points resulting from the preceding calculation shall be 200. The worst autocross PAX time will not be greater than 15 seconds higher than the best PAX time

Autocross and Rally Schools shall earn worker points on the basis: O.D.'s 300 points, Instructors and workers 200 points and students 100 attendance points.

Attendance at a General Meeting of the Club, at the Annual Awards Banquet, or at any other such generally noncompetitive or semi-competitive event specifically and individually designated by the Board of Directors, will result in the award of one hundred (100) Attendance Points.

The awarding of Competition Points will be based on finishing position in class for rallies and on Paxed finishing position in speed events.

In rallies, cars with only non-members of VMSC, and only such cars, will be omitted for the awarding of points.

In rallies, O.D.'s, pre-checkers, and other individuals having prior knowledge which would offer a competitive advantage will not be allowed to compete for either trophies or Competition Points. Worker Points will not be awarded to contestants in rallies.

The award of Worker Points for speed events will be at the discretion of the O.D. and the First Vice-President if a question arises regarding the efforts of a Club member at an event.

4.2 Year-End Championships

The Board of Directors shall decide on a case by case basis if a joint sponsored rally or speed event with VMSC will be considered part of the yearly point events. VMSC Year-End Awards shall be made for the following Championships:

A.

Overall Championship: The number of VMSC Overall year-end awards shall be based on one (1) award for each six (6) VMSC members or fraction thereof receiving VMSC Competition and/or Worker Points for that calendar year. A maximum of twenty (20) positions can receive awards. Ties will be treated as if the tying contestants each achieved the highest position tied for, with the lower position(s) being dropped. The highest three-fourths (3/4) of the member's Competition Points and all Worker Points from both rallies and speed events shall be counted toward the Overall Championship. Fractions of less than one-half (1/2) shall be rounded down; fractions of one-half (1/2) or greater shall be rounded up. For example, if eleven (11) events (rallies and autocrosses) are conducted, 3/4 of 11 is 8 1/4; so each member's best eight (8) events will be counted. Attendance Points shall be added to this total, with no drops, to arrive at the member's final Overall Championship score.

B.

Rally Championship: Trophies will be presented for overall club rally championships in two classes, Equipped/Limited and Unequipped. Rally awards will require participation in a minimum of two rallies. The number of Rally Class year-end awards shall be based on one (1) award for each six (6) VMSC members or fraction thereof receiving VMSC Year-End Rally Competition Points in that class for the calendar year. A maximum of three (3) positions can receive awards. One award for each distinct score. Both Driver and Navigator with the same point total can receive an award. Ties between individuals or teams will be treated as if the tying contestants each achieved the highest position tied for, with the lower position(s) being dropped. The highest three-fourths (3/4) of the member's Competition Points from the Equipped / Limited or Unequipped Class, rounded as above, shall be counted toward the Rally Championship. Attendance Points and Worker points shall not be counted toward the Rally Championship. A minimum of three rallies with the appropriate Class participation must be run that year to have Championship Awards.

C.

Speed Championships: There shall be a separate Championship for each Speed Event Category (Street, Street Prepared, and Prepared/Modified). In each, the number

of year-end awards shall be based on one (1) award for each six (6) VMSC members or fraction thereof who competed in that Category for that calendar year. A maximum of five (5) positions per Category can receive awards. Ties will be treated as if the tying contestants each achieved the highest position tied for, with the lower position(s) being dropped. These awards will be based on points for finishing position in each class within that Category. The highest total of the member's Competition Points earned in each Category, this total is limited to $\frac{3}{4}$ of the total number of autocrosses rounded as above, shall be counted toward the Speed Championship for that Category. Neither Worker Points nor Attendance Points shall be counted toward any Speed Championship. In order to be considered for a speed championship trophy a competitor must compete in at least one-half (1/2) of the speed events for that year. Additionally, all competitors in a particular category shall be used when calculating the number of year-end awards for that category. In addition to being recognized as Category Champion, the first place driver with the highest accumulation of Speed Points for the year will have the Overall Speed Championship noted on the 1st place Category award. A minimum of three(3) autocrosses are required in the year in order to have speed championship trophies.

D.

Year-End Marque Awards, as they are available, shall be presented on a rotational basis. Each Award shall be presented to the Club member who accumulates the most Competition Points in a car of that marque during the year. Neither Worker Points nor Attendance Points shall be counted toward any Year-End Marque Award. All Competition Points earned will be counted; there will be no drops. A minimum of three competitive events are required in the Marque to qualify for a marque award. A permanent award shall be presented to any Club member who wins the same Marque Award for three (3) consecutive years.

4.3 Event Trophies

Event trophies for both rallies and speed events shall be awarded within each class, based on one (1) trophy for each five (5) entries or fraction thereof in that class. No distinction will be made between VMSC and non-VMSC entries for purposes of awarding event trophies.

5.0 RALLY OF THE YEAR

A Rally of the Year Award may be presented to the rallymaster(s) whose event was recognized as displaying excellence in purpose, planning, and execution. The Board of Directors will decide annually whether to award a Rally of the Year Trophy.

6.0 CHANGES

Suggested changes to these Regulations shall be presented in writing to the Competition Committee. Changes must be approved by the Competition Committee and by the Board of Directors.

