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INTRODUCTION

1.1 NATIONAL EVENTS

A National event is an activity, sponsored by the Mercedes-Benz Club of America, Inc., which provides the opportunity to its members and their families to drive their Mercedes-Benz automobiles on grounds or tracks in friendly competition and to improve their driving skills, compete in Concours d'Elegance, benefit from technical expertise of acknowledged experts in the fields of restoration and maintenance, and enjoy the camaraderie of fellow MBCA members.

1.1.1 NATIONAL EVENT SUBSIDY

For all nationally subsidized events, the host section is responsible for sending a preliminary budget for the event to the executive director at the NBO, with a copy to the NEC chair for release of subsidy. Upon completion of the event, a final financial report should also be sent to the NBO and the NEC chair.

1.1.2 MINIMUM NUMBER OF EVENTS

Each National Event shall include the following six events or competitions:

- A) time trials(performance driving)(minimum of 2 days on track, preferably 3 days)
- B) autocross (gymkhana, solo II, slalom, etc.)
- C) acceleration run
- D) Concours
- E) defensive driving
- F) rally

National events should include events of interest to the non-driver. Other events or competitions may be offered, such as:

- G) regularity run
- H) fun autocross
- I) tours
- J) seminars

1.1.3 TIME TRIALS

In a time trial the entrant is running on a closed road course race track. The entrant is running against the clock only. On long courses more than one car is allowed on the track at the same time when a safe distance separates the cars. If a car catches up with the car ahead the faster car must slow to maintain a safe distance and will be given a rerun.

1.1.4 AUTOCROSS

An autocross is run on a large parking lot or similar paved surface. A course outlined by traffic cones (pylons) must be negotiated by the entrant starting from a standing start and ended with a standing stop.

1.1.5 ACCELERATION RUN

An acceleration run is run from a standing start. The entrant accelerates continuously to the finish line and slows down for a slow return to the starting area. The normal length of a run is 1/4 mile, but can be any length from 1/8 to 1/4 mile. The length is determined by the facilities used and is based on safety considerations.

1.1.6 CONCOURS D'ELEGANCE

In a Concours d'Elegance, cars are judged for originality, condition and cleanliness. Rules for Concours are in Section 6 of this rule book.

1.1.7 DEFENSIVE DRIVING

Defensive Driving is a course to teach driving skills and vehicle dynamics. The outline for the defensive driving course is contained in a separate defensive driving manual, available from the NBO. There are seven individual exercises listed. Any four of the exercises shall be given for defensive driving at a national event.

1.1.8 RALLY

There are many different types of rallies. The scope of the rally is left to the imagination of the Rallymaster. It should be kept in mind the rally will be run on public roads, so safety must be the first priority. Instructions must not require entrants to speed or violate any traffic laws. The general rules should contain a breakdown of the scoring rules, a listing of how mileage, answers, time, check points and other factors are used to determine an entrant's score. If mileage is a factor in scoring, there must be a mileage checkpoint to correct for odometer error.

1.1.9 OTHER EVENTS

Other events may include, but are not limited to, a regularity run and fun autocross. In a regularity run an entrant drives a prescribed course two times, and the difference in time between the two runs is the entrants score. Low score wins. Because speed is not the goal of this event, the event chairman should determine a minimum time. Anyone finishing under the minimum time, scores a did not finish (DNF). In a fun autocross there are additional skills to be executed by the driver or navigator. An example would be stopping along the course to drop tennis balls in buckets.

1.2 AWARDS

Various awards are to be presented including awards for autocross, time trials acceleration run and Concours, best of show award in Concours, judges' choice in Concours, winner's awards in the rally and the Mercedes-Benz USA, Inc. (MBUSA) award. All class winners in time trials, autocross and acceleration run, who are awarded national points will have the points accumulated for the annual national high point driving award. See section 2.6 for national high point driving award. See Rules 6.9, 10 & 11 for Concours d'Elegance awards.

1.2.1 CLASS AWARDS

Class awards for driving are determined as outlined in Sec 2.5 of this publication. Class awards for Concours are determined as provided in Sec. 6 of this publication.

1.2.2 MBUSA AWARD

The MBUSA Award is donated by Mercedes-Benz USA, Inc., and will be awarded to the participants accumulating the most combined points, in the same car, in time trials, autocross, acceleration run and Concours. For restrictions on winning see Rule 1.2.5.

1.2.3 MBCA NATIONAL HIGH POINT DRIVING AWARD

The High Point Driving Awards will be given to the men and women accumulating the most points in the autocross, time trials and acceleration run for each National event. See rule 2.6. For restrictions on winning see Rule 1.2.5. In case of ties, duplicate awards will be given.

1.2.4 MBCA NATIONAL HIGH POINT CONCOURS AWARD

The high point national Concours award will be given to the member accumulating the most points in Concours at national events throughout the year.

The point tabulations are to be sent to the national events chairman within four weeks after the national event. If two or more national events are held in a year a national high point driving award will be presented to the individual at the annual national board meeting, who has accumulated the greatest number of points in the specified national events of the season for Concours. In case of ties duplicate awards will be given. A Concours participant may win the national high point Concours award only once in two (2) successive years.

1.2.5 FASTEST TIME OF DAY AWARD

At each national event, awards for fastest time of day in autocross, time trials and acceleration run may be given as determined by the event committee. Possible options are: A separate award for each event, autocross, acceleration run and time trials or one award for a competitor's three event times combined. If these awards are given there must be separate awards for men and women.

1.2.6 RESTRICTIONS ON WINNING

- A) A driver may only win the MBUSA award once in two (2) successive years regardless of which national event in which he takes the award. That is to say, if a driver wins the MBUSA award in 2001, he would not be eligible for the MBUSA award in 2002, but would be eligible in 2003. This also applies to the high point Concours winner.
- B) In the event of a tie for the MBUSA award, the tie-breaker will be the standing in class the Concours d'Elegance (1st, 2nd). If there is still a tie, the individual with the highest Concours score (points) will be the winner.
- C) A driver may win a MBCA national High-Point Driving Award only once in two (2) successive years. This also applies to the high point Concours winner.
- D) Anyone who races professionally and receives money is not eligible for any trophies, MBUSA, or high point awards.

1.3.1 INSURANCE

The national club holds a broad form liability policy providing certain coverage for Regional and National Events. This policy must be applied for from the National Business Office prior to the event as prescribed in the National Procedure Manual. Hosting sections are covered as insured. This policy does not provide any individual participant or vehicle coverage. Individual members must have bodily injury and property damage insurance on their vehicles.

1.3.2 INSURANCE COVERAGE

No vehicle shall be entered in any National or Regional event that is not insured for at least \$100,000 per person for bodily injury and property damage throughout the duration of the event.

1.4 SAFETY & INDIVIDUAL RESPONSIBILITY

National driving events have two important aspects: safety and fun. To be fun, an event must be safe. The most vital element of a safe event is the individual. Everyone at an event has responsibility for everyone else, as well as for themselves. If you see an unsafe situation, notify the event General Chairman or the National Observer. If you are a driver, be honest with yourself when assessing your experience and participate accordingly. Foremost, make safety the recipient of your undivided concentration whether you are a spectator, driver or worker.

1.5 GENDER

The use of masculine pronouns is only for ease of composition and is not intended to imply a gender distinction.

GENERAL RULES

2.1 OFFICIALS

The staff of officials, whose duty it shall be to direct, control and oversee the event shall include as a minimum:

- 1) **GENERAL CHAIRMAN**
- 2) **DRIVING EVENTS CHAIRMAN**
- 3) **NATIONAL OBSERVER**
- 4) **TREASURER**

POSITIONS REQUIRED

Technical Inspection Coordinator
Scoring Coordinator
Awards Steward

TIME TRIALS:

Track Steward
Starter
Time Trials Track Marshal
Timing Steward
Instructors

DEFENSIVE DRIVING:

Track Steward
Instructors
Defensive Driving Marshal

ACCELERATION RUN:

Track Steward
Starter
Acceleration Marshal
Timing Steward

CONCOURS:

Concours Chairman
Concours Secretary
Concours Marshal
Concours Chief Judge
Concours Judges
Concours Scorers

AUTOCROSS:

Track Steward
Starter
Autocross Marshal
Timing Steward
Instructors

RALLY:

Rallymaster

2.1.1 NATIONAL OBSERVER

The national observer is appointed by the National Events Chairman and approved by the president of MBCA to attend and observe a National Event as a representative of the national board in matters concerning compliance with the National Event competition rules. The national observer shall be in communication with the event officials during the planning stage and shall advise the event officials on matters of interpretation of the National Events competition rules and whether the plans are in compliance. The national observer shall make a ruling on track safety as per Sec 3.2.4 of this publication. The national observer may halt the driving events if, in his opinion, they are being conducted in an unsafe manner. The national observer will prepare a report for the national events chairman on his observations regarding safety, compliance with national rules and other matters which the national observer believes to warrant consideration for the conduct of future National Event activities.

2.1.2 GENERAL CHAIRMAN

The general chairman shall serve as the coordinator of all other chairmen and officials and will determine and insure that all duties are performed timely and that all regulations are being enforced. The general chairman is responsible for the conduct of the National Event and has final authority for all matters within the purview of the event hosts and organizers.

2.1.3 DRIVING EVENTS CHAIRMAN

The driving events chairman has the following responsibilities:

- A) Make sure all positions are staffed.
- B) Be sure that all physical locations are available for each event.
- C) Meet regularly with the other chairmen to keep each other informed of their progress.
- D) Place each registered vehicle in a class according to the rules.
- E) See that the results are tabulated and posted as required.
- F) Set up a registration procedure to coordinate the people participating in each event.
- G) Arrange for the distribution of trophies during the banquet.
- H) Make sure the classrooms are available for the performance driving schools.
- I) Notify all entrants they must read the rule book sent to them when they register and at the event verify all entrants have read and understand the rule book.

2.1.4 TECHNICAL INSPECTION COORDINATOR

This person has the following responsibilities:

- A) Establish a place for doing the tech inspection of each car.
- B) Assign and train a crew to perform the tech inspections.
- C) Assign a crew to re-inspect the vehicles at the track site.
- D) Sign off the paperwork releasing each car as inspected.

2.1.5 SCORING COORDINATOR

This person has the following responsibilities:

- A) Enter the results in the computer for each event.
- B) Make the list of results available for posting when results are announced.
- C) Make the final listings available to the awards steward.
- D) Print a list for THE STAR of all results.
- E) Prepare and send to the national events chairman a final list of the results with the national driving points earned.

2.1.6 AWARDS STEWARD

This person has the following responsibilities:

- A) Make sure the trophies are properly arranged on the banquet table.
- B) See that the trophy recipient will receive his trophy if he is not at the banquet.

2.1.7 TIME TRIAL TRACK STEWARD

This position is responsible for the safe operation of the time trials event. He is also in charge of making sure the overall event schedule is followed as closely as possible. This position reports directly to the driving events chairman.

2.1.8 TIME TRIALS STARTER

This position is responsible for allowing vehicles to enter and leave the track itself. This position reports directly to the time trials track steward.

2.1.9 TIME TRIALS TRACK MARSHAL

This position keeps everything happening. He will call cars from the waiting area to the false grid and line them up for the starter. This position reports directly to the time trials track steward.

2.1.10 TIME TRIALS TIMING STEWARD

This position is responsible for the timing of the time trials event. He must keep a timing crew staffed. He reports directly to the time trials track steward.

2.1.11 DEFENSIVE DRIVING TRACK STEWARD

This position is responsible for the safe operation of the defensive driving event. He is also in charge of making sure the overall event schedule is followed as closely as possible. This position reports directly to the driving events chairman.

2.1.12 DEFENSIVE DRIVING INSTRUCTORS

This position is responsible for allowing vehicles to enter and leave the track itself. This position reports directly to the defensive driving track steward.

2.1.13 DEFENSIVE DRIVING MARSHAL

This position keeps everything happening. He will call cars from the waiting area to the false grid and line them up for the starter. This position reports directly to the defensive driving track steward.

2.1.14 AUTOCROSS TRACK STEWARD

This position is responsible for the safe operation of the autocross event. He is also in charge of making sure the overall event schedule is followed as closely as possible. This position reports directly to the driving events chairman.

2.1.15 AUTOCROSS STARTER

This position is responsible for allowing vehicles to enter and leave the track itself. This position reports directly to the autocross track steward.

2.1.16 AUTOCROSS MARSHAL

This position keeps everything happening. He will call cars from the waiting area to the false grid and line them up for the starter. This position reports directly to the autocross track steward.

2.1.17 AUTOCROSS TIMING STEWARD

This position is responsible for the timing of the autocross events. He must keep a timing crew staffed. He reports directly to the autocross track steward.

2.1.18 CONCOURS CHAIRMAN

This person acts as the facilitator setting up Concours meetings, selecting Concours personnel, and judges. He guides Concours personnel in their duties and oversees Concours to ensure it runs smoothly.

2.1.19 CONCOURS SECRETARY

This person gives out registration forms, score sheets or cards and compiles records of past events for scoring purposes. He is also a scorer.

2.1.20 CONCOURS MARSHAL

This person secures a good location for display and judging of the cars, makes arrangements for a site where entrants can clean cars before the event, and polices the areas. During the judges' meeting, he directs parking of all cars entered in show. During the judging, he sees that the judges have drinking water or pop available to them as needed. The marshal also advises participants not to harass the judges.

2.1.21 CONCOURS CHIEF JUDGE

This person announces the start of the judging, supervises and expedites the progress of the judging and is the arbitrator for grievances or disputes.

2.1.22 CONCOURS JUDGES

The judges evaluate the field of cars by examining the cars and filling out score cards or sheets. There is to be a minimum of eight (8) judges. (It is recommended that there be at least 1 judge for every 2 cars entered.) More judges into the system will dilute the influence of any particular 'strong' judge. The only way to effectively nullify this influence is to have more judges in the teams per car. This way you can enlist the owners of the cars which are being judged as judges, split into teams using component judging. This helps build a pool of experienced judges, and eliminates the problems which occur when the same small core of 'experienced judges' always judge their own section events. In this situation, when it is time to judge your class, you take a break, and return to the group when the rest have finished judging your class.

2.1.23 CONCOURS SCORERS

The Scorers consist of the chief judge and two selected judges. They work with the Secretary, compiling the results and determining the winners.

2.1.24 RESTRICTIONS

At national or regional driving events the event General Chairman will not be the Concours Chairman, Chief Judge or judge. The general chairman must be available to handle whatever situation arises for the entire event.

2.1.25 RALLYMASTER

This position is responsible for the following:

- A) Set up the rally course and instruction sheets.
- B) Provide for the scoring of the rally sheets.
- C) Notify the scoring coordinator of the results.
- D) Arrange for the trophies to be awarded at the banquet.
- E) Return corrected score sheets to entrants and post correct answers.
- F) This position reports directly to the driving events chairman.

2.2 PARTICIPATION AGREEMENT

All drivers, workers, officials, volunteers, participants, spectators, and visitors to a national event must read and sign the participation agreement (Appendix A) before being allowed to enter the event grounds. An adult or guardian must sign for a child and will be responsible for the child's conduct on the event grounds.

2.2.1 TIMING EQUIPMENT

The timing devices are to be of the type, which are automatically started and stopped by the competing cars. The timing devices shall display times to at least 1/100th of a second. Timing devices displaying times to 1/1000th of a second are preferred. For national events there shall be an extra set of timing equipment available to back up the timing equipment being used.

2.2.2 TIMING PROBLEMS

In the event a timer problem occurs, the competing driver should be directed (i.e., flagged) off the course. The car should proceed to the start for a rerun. If possible, the car should not use the course to reach the start.

2.2.3 MECHANICAL PROBLEMS

Reruns shall not be given because of mechanical failure of the vehicle. Mechanical failures are recorded as a "did not finish" (DNF).

2.2.4 OFFICIAL TIME

The official time for a run is the time displayed by the automatic timer plus any penalties incurred. If the official time is audited, due to procedure or protest, then the official time, as originally recorded, may be changed. All official time changes are to be authorized by the driving events chairman, the general chairman, the national observer and the national events chairman together as per general protest rules.

2.2.5 EVENT SCORE

An entrant's score for an event will be that entrant's lowest official time, as adjusted for penalties, from runs completed. Awards are to be based on event scores.

2.3 MULTIPLE RUNS

A minimum of two (2) scheduled, timed and scored runs is mandatory for a time trials, autocross and acceleration run, unless weather or other unforeseen circumstances preclude two runs. In such circumstances, only one (1) run may be timed and scored. If all of the entrants of a given class do not have the opportunity to make the same number of runs, the extra runs will not be counted in determining the fastest time for entrants. It is recommended there should be a minimum of three (3) scheduled, timed and scored runs for acceleration run and a minimum of four (4) scheduled, timed and scored runs for autocross, time permitting. The determination will be made by the driving events chairman.

2.3.1 PYLON PENALTIES

A time penalty of two seconds is to be added to an entrant's time for each course pylon interrupted by the entrant, the entrant's car or any of its accessories. Any pylon set up away from the course for safety reasons, to keep spectators safe, or to keep cars from entering an area that would be hazardous, will score as a DNF. An interrupted pylon is one knocked down or whose base is moved outside the line encircling the base. This is known as the "down and out" rule.

2.3.2 GATE AND CHICANE PENALTIES

Any gates and/or chicanes used on a prescribed course are intended to be driven through by all competitors. A competitor who does not comply with the intent of the prescribed course may be disqualified. Any pylons interrupted in a gate or chicane are to be charged pylon penalties as prescribed above. Any gate or chicane ignored by a driver will result in a "did not finish" (DNF). An entrant is not to be allowed a rerun as a result of a DNF and no score is recorded. An entrant who misses a gate or chicane, and then realizes it, can return to the missed gate or chicane, as long as it can be done safely, resume the run and not score a DNF. A driver who misses a gate or chicane or is off course will not be flagged down unless there is a danger to drivers, course workers or spectators.

2.3.3 OFF COURSE

An entrant will not receive a DNF for an off course unless leaving the prescribed course results in a time advantage. The Event Chairman will determine if the entrant receives a DNF for leaving the prescribed course. If ruled a DNF, a rerun will not be allowed.

2.3.4 STOPPING

Failure to make a complete stop in the proper area where marked, if required, after a run will result in a DNF.

2.3.5 TIED SCORES

Ties are not to be broken by a run-off. Equal class awards are to be given.

2.3.6 EQUAL OPPORTUNITY

All drivers are to be given equal opportunity for the number of timed and scored runs. A driver who elects to not take all of the runs available to him is considered to have had equal opportunity.

2.3.7 CONSISTENCY

The method of starting, timing, judging and scoring any competitive event must remain consistent throughout the event. The course design shall remain consistent throughout the event and may be altered only for safety considerations.

2.3.8 PRACTICE

Each participant is to be given equal opportunity for practice. See Sec. 3.1.2 of this manual.

2.4 CLASSES

Entrants shall compete in classes as established by the event organizers (see Appendix B). Classes are established on the basis of at least three vehicles registered in an event with a minimum of two actually running. A vehicle entered as a driver's second or non-primary car is not to be counted towards the minimum number of vehicles to fix a class.

2.4.1 MINIMUM NUMBER

A class with less than three vehicles is not eligible to earn driving points. A driver in a class with less than three vehicles may elect to bump to the next more difficult class to be eligible for driving points. This election must be made before the event is officially begun and may apply to one or more events at a national event.

2.4.2 CLASS FIXING

All classes will be posted prior to the running of each event. The event chairman will have the time to classify the vehicles (see Paragraph 2.4) prior to running the event. Additional late registered vehicles can be penciled in at the event site. Classes may not be changed after an event has started.

2.4.3 DIFFERENT EVENTS

Classes may be different for each separate event or competition, as determined by the event official.

2.4.4 SEX DIFFERENTIATION

Men and women may compete in separate classes for separate class points and trophies or they may compete in one class for single class points and trophies. Class separation by sex is at the discretion of the events officials. Should the event officials separate classes by sex, a woman entrant may, at her own option, elect to compete in the men's class. This election may only be made for all the driving events being staged at a particular national event and is irreversible for a particular national event. This election must be made before the event is officially begun. Men may not elect to compete in a women's class.

2.4.5 LIKE CHARACTERISTICS

Cars are to be classed together by like characteristics. When there are less than three cars of like characteristics, they are to be grouped with the next more difficult class of vehicles (Appendix B is to be used as a guide for the classing of vehicles.) Vehicles are to be placed in one of the various street classes or modified classes.

2.5 TROPHY AWARDS

The number of entries in each individual class shall dictate the minimum of trophies to be awarded in autocross, time trials, acceleration run and Concours, as follows:

NUMBER OF ENTRIES	NUMBER OF TROPHIES
1 to 2	1 (no national points)
3	2
4 to 5	3
6 or more	3 or more

The above numbers imply that the class started with that number of participants.

2.5.1 MBUSA TROPHY

The Mercedes-Benz USA, Inc. (MBUSA) Award is to be presented to the entrant accumulating the highest number of national driving points plus Concours points, as prescribed in Rules 2.6.3 & 2.6.4. Only one MBUSA award is given at each national event. In the case of ties, the total Concours d'Elegance score (not place) is to be used as the tie breaker. In case of a tie between drivers of the same car, the primary driver is the winner. See also Rule 1.2.2. To qualify, member must participate in all driving events and Concours in the same vehicle.

2.6 MBCA NATIONAL DRIVING POINTS

National driving points are to be assigned to each entrant as prescribed in Sec. 2.6.3. The point tabulations are to be sent to the national events chairman within four weeks after the national event. If two or more national events are held in a year a national high point driving award will be presented to the individual man and the individual woman, at the annual national board meeting, who have accumulated the greatest number of points in the specified national events of the season. In case of ties duplicate awards will be given. A driver may win the national high point driving award only once in two (2) successive years.

2.6.1 QUALIFYING EVENTS

National driving points shall be awarded to participants based on their final positions in their respective classes of competition in the time trials, autocross, and acceleration run. Events requiring more than one person in a car, regularity runs, rallies and the Concours d'Elegance do not earn national driving points.

2.6.2 MULTIPLE CARS

Drivers must compete in the same car at any one event in order to win driving class trophies, the MBUSA Award or to accumulate points. The vehicle to be used for class trophies, the MBUSA Award and points accumulation must be designated at the time of registration if multiple vehicles are entered--i.e. the car and driver to be designated for combined driving and Concours points must be specified. It is at the discretion of the event general chairman whether to allow a driver to enter multiple cars. If multiple cars are entered, a driver is precluded from driving the non-primary vehicle until all drivers have completed all their runs. A vehicle entered as a second or non-primary vehicle is not counted towards the minimum number to fix a class. In the event a driver's vehicle becomes disabled, the event chairman may permit the driver to compete in another vehicle at his discretion. The technical chairman must agree that the disabled vehicle can no longer safely compete. The driver may only compete in events for which he had previously registered.

2.6.3 DRIVING POINT CALCULATION

Driving points are calculated on the basis of the following schedule.

Number of Cars in Class	Position In Class				
	1 st	2 nd	3 rd	4 th	5 th
1 to 2	0	0	0	0	0
3 to 4	10	8	0	0	0
5 to 6	10	8	6	0	0
7 to 8	10	8	6	5	0
9 or more	10	8	6	5	4

The above numbers imply that the class started with that number of participants.

2.6.4 CONCOURS POINT CALCULATION

Concours points also are to be awarded using the schedule above. Concours points are to be awarded to the primary driver and second driver. Additionally the vehicle earning Best of Show in Concours is awarded 10 Concours points. A vehicle must score at least 200 in order to be awarded any Concours points.

2.7 PROTESTS

While the intent of national events is partially to provide "friendly" competition, certain situations may arise which cause entrants to protest the management, decisions or timing of an event.

2.7.1 TIMING AND SCORING PROTESTS

Should a driver question a time or a score, a protest must be made with the track steward before the completion of the particular event or within one hour of the posting of scores for which the protest is being filed as prescribed in section 2.7.3.

2.7.2 TECHNICAL PROTESTS

Should one desire to protest the class placement of a vehicle or the results of the vehicle technical and safety inspection, a protest may be made verbally with the driving event chairman and the national observer. Decisions of the driving event chairman and national observer are final and not subject to appeal.

2.7.3 GENERAL PROTESTS

If one believes that the management of the event is in serious violation of national rules covering its operation or that conditions are unsafe, the procedure, as outlined below, must be followed: A written protest must be made within 1 hour after observing a violation to the time trials track steward, the defensive driving track steward, the autocross track steward, the Concours chief judge, or the rallymaster with a \$30.00 cash deposit. This official will meet with the driving events chairman and the national observer to make a ruling. If they do not feel that they can make this ruling, these three officials will meet with the general chairman and the national events chairman or alternate. This ruling must be made on the same day of protest and before any awards are given. Protests of safety conditions should be made as soon as possible and the national observer has the option of waiving the protest fee for safety protests.

2.8 DISTRIBUTION OF RULES

A copy of the current national events competition rules and any supplementary regulations published by the National Events Committee will be distributed to all participants at the event. Prior to the event, the rule book may be viewed on MBCA's website.

2.8.1 KNOWLEDGE OF RULES

Every entrant shall be deemed to have knowledge of the current national events competition rules and agrees without reservation to comply therewith.

2.8.2 SUPPLEMENTARY REGULATIONS

Entrants must also comply with the supplementary regulations established and published by the hosting section(s). Supplementary regulations are to be mailed to all entrants before the event or enclosed in the registration packet for late entrants. Supplementary regulations will be in addition to, and not in conflict with, the national events competition rules.

2.8.3 VERBAL INSTRUCTIONS

Any verbal instructions from event personnel that are in violation of the current national events competition rules and current supplementary regulations shall not be official.

2.9 UNSPORTSMANLIKE CONDUCT

If at any time during the event, officials judge that an entrant is showing unsportsmanlike conduct or is bending or taking unfair advantage of a rule or rules, that entrant may be disqualified from an event and their prior runs will be disqualified.

3.1 DRIVING INSTRUCTION

A drivers' school is to be conducted and is mandatory for all participants driving in any autocross and/or time trials and/or acceleration run. Successful completion of the Defensive Driving Course, either at the event or within the past year, is also mandatory for those participating in time trials. The school shall consist of classroom instruction and or time trials, actual driving instruction. Participants will be certified verbally.

Driving instruction shall be provided to each participant. An instructor shall accompany the participant in the participant's vehicle for purposes of teaching the proper and safe driving techniques for the track, critiquing the participant's improper driving techniques and reinforcing proper and safe habits. There shall be a minimum of 20 minutes individual track time with the instructor for each entrant. If the entrant is qualified and agrees, the instructor can sign off earlier. This requirement can only be changed if there is an unforeseen time restriction such as weather (rain) or track closure. The National Observer must agree there were unforeseen circumstances.

With approval of either the event chairman or starter, one or two passengers may ride in the back seat and must wear approved helmets and seat belts. The instructor shall rule upon the participant's ability to drive alone on the track. Upon successful completion of the school and driving instruction, a colored sticker will be placed on the car's windshield to signify participant may drive solo. This sticker proof can easily be seen by the starter. If the participant does not pass, no permit is to be issued, the instructor will advise the event chairman and the participant will be precluded from driving on the track.

The driving instructors shall be qualified driving school instructors, for that track. In the absence of such instructors, the driving events chairman and the event chairman together may appoint other individuals qualified to instruct and shall have sufficient instructors available to satisfy the 20 minute requirement, as determined by the event chairman.

3.1.1 CLASSROOM INSTRUCTION

Classroom instruction shall include, but not be limited to the following topics of discussion:

- A) diagram of the course highlighting pylon markings, chicanes and high pedestrian areas
- B) course hazards
- C) understanding flag signals and other communication systems to be employed.
- D) proper driving techniques
- E) safety, procedural and supplementary rules
- F) proper use of seat belts and helmets
- G) emergency shut-down procedures

3.1.2 TIME TRIAL PRACTICE

Time trials participants are to be given a practice period during which they may drive the prescribed time trials course at speed. The participant may or may not be accompanied by an instructor during the practice session. If an instructor is not in the car then there must be no one else in the car without the expressed permission of the event chairman or starter. All participants are to be given equal opportunity for practice. Practice is mandatory for all participants in time trials.

3.1.3 AUTOCROSS PRACTICE

Autocross participants are to be offered at least two practice runs. The participant may be accompanied by a passenger during the practice run or runs. All participants are to be given equal opportunity for practice.

3.1.4 LIMITS ON DRIVERS

For time trials, time trials driving instruction and practice there should be no more than two registered drivers per car. This will allow proper time for instruction, practice and competition. An event chairman may allow more drivers per car but must demonstrate the drivers will have the same opportunity for practice, instruction, and competition all other drivers will have. For other driving events there is no limit to the number of drivers per car except if time is restricted, event chairman may place a limit of four.

3.2 COURSE

The course shall be designed with the safety of spectators, workers, entrants and their cars in mind. The course is to be reviewed and approved by the MBCA national observer, his appointee or other person appointed by the National Board of Directors.

3.2.1 COURSE BOUNDARIES

The course boundaries are to be defined by existing terrain, edge of pavement, clearly marked white lines, pylons or other suitable means.

3.2.2 COURSE MAP

A map of the course, approximately to scale, is to be displayed at the site. The map is to show the methods used to define course boundaries, direction and flow of traffic and the location(s) of the entrance and exit.

3.2.3 PYLONS

Pylons may be used to direct the driver into proper position for difficult turns, or to inform the driver of braking points, proper apex, or exit points. All pylon placements must be approved by the National Observer.

3.2.4 COURSE APPROVAL

The NEC chair or his designee is to personally visit the course for final approval and has the power to make any changes to a time trials course deemed necessary to enhance safety.

3.2.5 CORNER WORKERS

A time trials course is to be manned with corner workers who are able to communicate with the track steward or other person responsible for the actual staging of the time trials event. The responsibilities of corner workers are:

- A) to relay instructions to stop the time trials and to take caution or other instructions issued by the track steward and relay them to the drivers on the course
- B) to report accidents, off-track drivers or other important track conditions to the track steward for immediate action
- C) to report interrupted pylons and missed chicanes and gates for penalty assessments
- D) to clear the track of any dangerous debris
- E) to extinguish fires (Rule 3.6.3)

3.3 DRIVERS' EQUIPMENT

All drivers of automobiles competing in a time trials, autocross, or acceleration run shall be equipped as follows:

- A) Safety helmet with a 2000 or later Snell or MC certification is required beginning 2007, with sticker attached thereto. ANSI & DOT certification alone is not acceptable. (NOTE: SNELL certified helmets may also have ANSI and/or DOT certification.) The helmet must be designed for motor sports, motorcycles, commonly referred to as 3/4 or full face. A helmet referred to as 3/4, but designed for bicycle use is prohibited. Any plastic shell helmet that has been painted cannot be used. Fiberglass and Kevlar are not included in the definition of plastic. Any helmet that has obvious damage cannot be used. It is recommended the helmet be worn for the defensive driving course.
- B) It is required that drivers wear full-length pants and socks, and recommended they wear long-sleeved shirts. Further it is suggested that clothing be of a non-synthetic material.
- C) All participants must wear a complete closed shoe with low heels and rubber or similar soles (no sandals) for all events including defensive driving.
- D) Drivers of open cars must wear goggles or face shields made of impact resistant materials.

3.4 VEHICLE EQUIPMENT

High speed driving events pose some risks not associated with daily risks. The consequences of a mechanical failure are considerably more severe at high speeds. Proper working order of brakes and suspension is most important. You may lose your braking completely if there is water or air in the brake lines or if the brake pads are worn too thin. It is mandatory that your brake system be completely flushed and replenished with fresh fluid according to MBUSA recommendations and brake pads replaced, if worn more than 50%, prior to a national event. See Rule 3.4.4C.

3.4.1 CONVERTIBLES, HARDTOPS

All automobiles participating in performance driving school, time trials or time trials practice must be equipped with a hardtop or roll bar (2 point mount). SL and SLK models with retractable hard tops must run with hard top up. CLK cabriolets must run with soft top up and roll bars in the up position. It is strongly suggested that 1990-2002 SL models run with hard tops in place. If the hard top is unavailable, the car must be run with the soft top up and the roll bar in the up position.

3.4.2 FUEL

It is recommended all vehicles compete with a half to full tank of fuel.

3.4.3 SPARE TIRE STOWAGE

Any spare wheel and tire assembly, not removed, must be securely stowed in the trunk.

3.4.4 VEHICLE TECHNICAL INSPECTION

All vehicles used to compete in time trials, autocross, or acceleration run must pass a safety and technical inspection prior to being driven in any of the aforementioned events, driving school or practice. A vehicle that passes inspection is to be so marked with a sticker or other means in a prominent location easily visible to track workers. A vehicle that fails to pass inspection shall be prohibited from participation until the deficiency is corrected and passes inspection. Any vehicle that is damaged in practice or competition may not continue in the driving events until it passes another inspection. A check list is to be used by inspectors and they shall check the following as a minimum:

- A) Seat belts - Driver & passenger seat belts must be present and adequate. Shoulder belts if originally installed must also be in working condition. If seat belts or shoulder belts were not factory installed the vehicle must have seat and shoulder or seat belts installed (and it is

recommended a shoulder belt should be installed), preferably to MBUSA or DBAG/MBAG/DCAG specifications. Where installation is other than original factory design the belt mounting must be securely anchored with large diameter washers on both sides of the floor mounting holes. A restraining harness is preferable to standard seat belts but not mandatory.

- B) Steering & suspension - Must not have excessive looseness or play. Subframe mounts must be in good condition.
- C) Brakes - Must test for pedal fade while car is stationary and for a rolling straight line stop. Proper fluid level should exist; fluid must be clean and fresh. Brake fluid must be changed not less than six months prior to an event. Brakes pads must have at least 50% of pad left. Brake rotor wear may not exceed 50% of the allowable MBUSA specifications for cars entered in time trials and autocross. It is recommended brake pads on multiple driver cars be worn no more than 20% before an event. It is recommended brake fluid be changed less than 3 months before an event if the car is entered in 2 or more events.
- D) Tires - Must be free of visible breaks, cuts and bruises. Tread chunking is not permitted. The tires on an axle must be of the same manufacturer, type and size. All tires must be DOT approved for highway use. No racing tires or recaps are allowed. Tires worn through the Tread Wear Indicator (TWI) are unacceptable. indicator) molded into the tire. Smooth TWI bars are reason for not allowing a tire to run. Tire cord must not be visible at any time. If a tire starts to show tire cord during the event, the tire must be replaced with a tire meeting specifications before the vehicle can continue to be driven in competition.
- E) Wheels - Must be free of cracks. Wheels must be hub centered, not lug centered. Wire wheels are prohibited. The correct number and type of lugs, bolts or nuts must be present. All lugs shall be torqued to the specifications recommended by MBUSA or DBAG/MBAG/DCAG. Wheel spacers are forbidden.
- F) Snap-on wheel covers and trim - Must be removed for driving.
- G) Fuel - Leakage will not be allowed. Oxygen and/or nitrogen bearing additives are strictly prohibited. Only factory recommended octane shall be permitted.
- H) Passenger seat backs - Must be suitably secured if not equipped with locking devices.
- I) Exhaust system - Must be securely mounted, and in a safe condition with no evidence of leaks.
- J) Throttle linkage - Must have free movement and return to idle freely.
- K) Battery - Must be securely fastened, and all filler caps shall be tight.
- L) Wiring - Shall be properly secured and insulation shall be in good condition and free of cracked, frayed or worn spots. All electrical connections shall be secured.
- M) Engine compartment - Shall be reasonably clean and free of undue accumulations of oil, grease or evidence of fuel or water leakage. Engine mounts must be in good condition.
- N) Passenger compartment & trunk - Must be free of all loose objects. Spare tires must be secured if they remain in car.
- O) Brake dust shields - Must be removed.
- P) Boots and discs - Axle boots and drive shaft flexible discs and universal joints must be in good condition.

3.4.5 DAILY TRACK TECH SHEET

What should be checked each morning of track events:

1. Collect tech sheet and check for completion – check date brake fluid was changed
2. Check helmet – must be Snell or MC 2000 or newer –if approved, sticker helmet w/ okay
3. Torque lug nuts – 81 ft/lbs – 17mm lugs 100ft/lbs – 19mm lugs
4. Battery securely fastened – no leaks
5. Check throttle linkage(in older cars)-with engine off, have owner floor & release throttle to test return spring
6. Automatic door locks off
7. Dust shields off – brake pad inspection
8. Exhaust system(not loose or hanging)
9. Seat belts working (mainly in older cars)
10. Hub caps off
11. Check for fuel leakage
12. Radiator cap secure
13. Be sure car and trunk are empty of anything movable
14. Front driver's side floor mat removed
15. Suggest tire pressure-suggest bias for left or right hand turn tracks
16. Check tire wear
17. Check color of brake fluid
18. All 121 chassis, (190 SL's), All 113 chassis,(230SL, 250SL, 280SL's) and All 107 chassis, (350SL, 380SL, 450SL, 500SL, and 560SL's) must run with hard tops on.
19. Make sure participant is alert.

3.5 STARTING A DRIVING RUN

A starter shall be positioned at the entrance or starting line for each driving event. The starter's function is to start the driver on his run when it is safe to do so. Additionally, the starter is to inspect for the following prior to starting a driver on a timed run:

- A) All seat belts installed are securely fastened and tight
- B) Helmet strap securely fastened and tight (Defensive Driving event exempt, but recommended)
- C) No loose objects in the passenger compartment
- D) Hardtop/roll bar secured, if installed
- E) Technical & safety inspection sticker displayed
- F) Drivers school training and driving instruction verified (Defensive Driving event exempt)
- G) No passengers are in the vehicles during a timed run for competition. Instructor is permitted during timed runs with approval from driving event chairman.
- H) Wheel covers are removed

3.6 GENERAL SAFETY CONSIDERATIONS

Participant safety is of paramount concern and other general requirements have been adopted to provide for an overall safe event.

3.6.1 UNSAFE CONDITIONS

The national observer, driving events chairman, the chairman or vice chairman of the NEC shall stop any driving event when they witness or are advised of circumstances which endanger people or property. The track steward or starter also have the authority to halt the event until the national observer or chairman or vice chairman of the NEC has rendered a ruling. The driving event shall remain halted until the unsafe conditions are corrected.

3.6.2 AMBULANCE & MEDICAL

An ambulance staffed with medical personnel must be on location at the track and available for the exclusive use of the national event during the running of a time trials and acceleration run. The minimum state and local governmental requirements for medical staff and equipment at driving events must be met.

3.6.3 FIRE FIGHTING EQUIPMENT

Firefighting equipment which meets the minimum state and local governmental requirements at driving events must be available at the track. (defensive driving event and autocross exempt)

3.6.4 ALCOHOL & DRUGS

Alcohol and drugs are strictly prohibited on the event grounds. This prohibition applies to drivers, workers, spectators and any other person on the event grounds. Consumption of alcohol and/or drugs will result in the immediate expulsion from the event grounds. A person under the influence of alcohol and/or drugs will be expelled from the event grounds. If that person is an entrant, they will be precluded from driving in any of the remaining events and their prior runs will be disqualified. For our purposes, we are to assume a tolerance level of zero, meaning detection of any alcohol and/or drugs is over our limit.

3.6.5 CHILDREN

Children under the age of sixteen years are to be accompanied by their parent, guardian or other responsible adult on the grounds of the event at all times.

3.6.6 ANIMALS

Participants or attendees are not permitted to have any kind of animal on the event grounds. Seeing Eye or hearing trained dogs for the disabled are permitted where covered by law.

3.6.7 PERSONAL CONDUCT

Any person deemed to be acting irresponsibly by the event committee consisting of the event chairman, track steward, safety chairman or national observer will be asked to leave the event grounds. If that person is an entrant, they will be precluded from driving in any of the remaining events and their prior runs will be disqualified.

3.6.8 DOOR LOCKS

Car doors are to remain unlocked while driving on the track to insure easy access to the vehicle in the case of an accident.

ELIGIBILITY OF ENTRANTS

4.1 CLUB MEMBERSHIP

Only Members as defined in the By-Laws of the Mercedes-Benz Club of America, Inc., their spouses and/or dependents, 16 years of age or older, who are members of the Member's household are eligible to register as drivers in national or regional events. MBUSA may place restrictions on winning of awards by MBUSA employees, authorized MBUSA dealer principals and their employees.

4.1.1 REGISTRATION FEES

A registration fee must be paid for each entrant attending the event. Entrants participating in Concours and/or driving events must pay the participant registration fee. Persons wishing to attend the event as observers and who are not participating in the Concours or driving events may do so by registering as attendees and paying the SOCIAL registration fee for the event. Social registrants may attend all banquets and workshops by paying the appropriate cost of each event. Children under the age of 18 pay no registration fees unless they are participating in the Concours and/or driving events.

4.1.2 AGE

Each driver must be at least 18 years of age to compete in time trials and 16 years of age to compete in all other events.

4.1.3 DRIVING LICENSE

Each driver must hold a valid and current driver's license issued by a state or province or the valid governmental authority of their domicile.

4.1.4 APPLICATION

Each driver must complete the driver's application furnished in the registration packet. Each applicant must also present their driver's license.

ELIGIBILITY OF VEHICLES

5.1 MANUFACTURE

A vehicle must be a Mercedes-Benz automobile, manufactured by Mercedes-Benz AG(Daimler-Benz AG) in order to be entered in the national event. That is the body, chassis, engine and transmission must be Mercedes-Benz manufacture or Mercedes-Benz original equipment for that model. This rule is not intended to preclude vehicles of other manufacturers to be used for rally participation, demonstrations, chase or other event management purposes.

5.1.1 CONDITION

An entered vehicle must be in safe and good operating condition and pass a vehicle safety and technical inspection. See Rules 3.4 and 3.4.4.

5.2 CLASSIFICATION

In order that competition in national events may be conducted fairly, vehicles are to be separated into classes of like characteristics for competition in time trials, autocross, and acceleration run. See Rules 2.4 through 2.4.5 and Appendix B. Vehicles are to be placed in one of the various street classes, or the modified class. See Sec. 6.7 for Concours classification.

5.2.1 STREET CLASSES

For a vehicle to be classified in one of the street classes, it must have been manufactured to US and Canadian specifications at the factory and not modified thereafter. All cars manufactured prior to 1971 are to be classified in one of the street classes unless modified to improve performance.

5.2.2 MODIFIED CLASS

Automobiles to which changes or modifications have been made which significantly improve performance or which are intended to improve performance above vehicles of the same model/year as originally delivered by the factory to US and Canadian specifications are to be classified as modified. Stock Euro cars may run in stock classes, however, they will be bumped up one class. If an entrant's vehicle is placed in the modified class, the technical chairman shall advise the entrant the reasons for such classification.

5.2.3 MODIFICATIONS

Modifications including, but not limited to the following, would place a vehicle in the modified class:

- A) Tires with a revolutions per mile 106 percent or greater than the OEM tires (105.99 is acceptable 106.00 is modified), tires that require the modification of the car to fit, tires that extend beyond the outermost part of the fender when the wheels are straight or tires that cannot be purchased in the open market.
- B) Changes to the engine affecting performance including, but not limited to, camshafts, cylinder dimensions beyond normal repair sizes, compression ratio, oil sump capacity, etc. Any changes or repairs using parts other than parts approved by MBUSA for the model involved. EXCEPTION: The installation of transistorized ignition systems will not cause a vehicle to be placed in the modified class.
- C) Changes to the fuel system or air induction system, including but not limited to any form of supercharger (other than factory standard), tuned intake or exhaust systems, water injection, etc. EXCEPTIONS: Carburetors other than original equipment will not cause a vehicle to be placed in a modified class if they are of the same basic size as the

original. A vehicle is not considered modified if European light installation required the relocation of the air intake in a shape similar to the original.

- D) Disconnecting or restricting the boost pressure control system on a compressor/turbocharged car.
- E) Fitment of an exhaust system that effectively reduces the back pressure of the exhaust. Mufflers and pipe must be substantially similar to original equipment.
- F) Transmission and rear end gearing different from factory standard or factory optional.
- G) Reduction of the standard weight by any means except for hubcaps, spare tire, tools and other loose equipment. Weight reduction measures specifically not allowed include the use of the following:
 - 1. Lightweight Seats
 - 2. Removal of Batteries
 - 3. Removal of Bumpers
 - 4. removal of other vehicle componentry
- H) Sections are encouraged to add the following statement to the registration form used for section, regional and national events. ***I hereby certify that the above car(s) have no modifications from stock factory design and/or options intended to enhance handling or performance, including, but not limited to: suspension, brakes, ignition (chips, etc.), fuel system, supercharger pulleys, sway bars, transmission or tires of larger/smaller diameter. Please note any exceptions none, or _____***

Signature of applicant: _____ Date: _____

5.2.4 **INTERPRETATION**

Any performance enhancement interpretations or decisions necessary at an event are to be made by the technical chairman. Any protests are to be made in accordance with Rule 2.7.2

6.0 CONCOURS d'ELEGANCE

Past years have shown that many people who own fine automobiles take great pride in maintaining or bettering the condition of their cars. They enter competition with others of the same mind with impartial judging conducted to decide who has done the most outstanding job of proper care and maintenance. Use the following rules as a guide. The rules can and may be altered by individual sections to meet certain needs for local events. These rules must be strictly adhered to for National or Regional Competition Events.

6.0.1 STREET CLASSIFICATION

Cars in this class are usually driven on a regular basis. Because these cars are driven, the underbody and exhaust system are not judged. Street cars should be driven to the event or participate in driving competition at the event. If trailer cars are entered in Street Class, they will have 10 (ten) points deducted from the overall Concours score. The deduction is taken unless the car is driven in 2 or more competitive driving events before the Concours.

6.0.2 SHOW CLASSIFICATION

Cars in this category represent the most perfect examples of the Mercedes-Benz marque. Show Class entrants must be at least twenty-five model years old. These cars are in original condition, or are restored to show quality standards. Trailer cars should be classified as show cars, providing they are at least twenty-five years old. A trailer car entered in Show Class will not have 10 (ten) points deducted from the overall score. Once a car enters the "show" category, it cannot change to the "street" category during that event.

6.0.3 SILVER STAR PRESERVATION CLASS

Objective: To expand member participation at local, regional and national events by encouraging participation by and recognition of members who enjoy driving, while preserving, their older Mercedes-Benz automobiles.

Introduction to the MBCA Silver Star Preservation Class

1. The stated purpose of the Silver Star Preservation Class is not to create another "judged class" as MBCA Section, Regional, or National events. It has been designed to encourage you, as the owner of a Mercedes-Benz over twenty-five years old, who drives your car to enjoy it to participate in MBCA Section, Regional and National events and receive recognition for that participation.
2. A Silver Star Preservation Class Mercedes-Benz must be driven to the MBCA event and have all of its safety items operating. It must have a fire extinguisher. The safety items will be checked by a reviewer and all must be totally operational to qualify your car as a Silver Star Preservation vehicle.
3. The Silver Star Preservation Class is designed to have you, the owner, complete the shaded portion of "The Silver Star Preservation Class Qualification Form. It is possible that you, as the owner may not be sure that some items are not original at which time you should consult with a reviewer who in turn may refer you to a member more knowledgeable about your car.
4. The point system has been designed as a guideline and qualification of 60 points or better in three of the five categories will earn you a Silver Star Preservation Certificate. The "Reviewer" will go over the qualifications form with you to assure you have completed all categories.

5. You may submit your vehicle as often as you would like for recertification at subsequent MBCA events.
6. Depending upon the MBCA Section sponsoring the event, you may be eligible for an additional award, the Star Preservation Traveler Award based upon the distance that you drove your vehicle to the event.

Remember, the purpose of the Silver Star Preservation Class is to encourage you to share your car with the rest of us. A well loved and driven over twenty five year old Mercedes-Benz should not be denied participation in MBCA events nor should it be denied recognition for being there. It just may serve another member as a guide for a restoration project of a similar car.

Complete originality is not expected for Silver Star certification; it is enough if the vehicle retains a significant number of individual components as they existed at the time of manufacture. Vehicles with obvious alterations to the body, chassis, or drive train are not eligible. Wear components are not expected to be original.

A Silver Star Preservation vehicle is not expected to meet the overall rigid condition standards expected of Concours (street and/or show) competitors; owners of these vehicles enjoy driving them at the toll to condition that inevitably brings.

These vehicles are driven; therefore, their major mechanical components are expected to function as originally intended. They must start, steer, drive, stop, and turn as designed. All of their safety components (lights, horn, wipers, seat belts, if so equipped) should be functional.

Wear items such as belts, hoses, clamps, batteries, tires, brakes and clutches are expected to do so and can be replaced with an approved OER (original equipment replacement) item.

It is recommended that Silver Star Certified and Candidate vehicles carry an approved fire extinguisher at all MBCA sponsored appearances and events.

Procedures for Silver Star Certification

To apply for certification, an owner should complete the Silver Star Certification Form (see Exhibit A), verifying the features of each vehicle that are original and that they are in operating condition. Once the vehicle owner has completed the certification form, the owner and a designated MBCA Silver Star Preservation Reviewer (or group of reviewers) will review the owner's Certification Form. A non-adversarial, cooperative review is expected, in which the applicant and reviewer jointly review each certification item to establish its originality and functionality. The applicant should be prepared to demonstrate the operability of all components. A test drive of suitable length to establish operability may be appropriate.

If the reviewer agrees that the original features so designated as original by the applicant are so, are intact, are operating as designed, and that the vehicle's essential operating and safety components are functioning properly, he should endorse the owner's Certification Form. An endorsed Silver Star Preservation Certification Form is sufficient to confirm the vehicle is eligible to be displayed in any MBCA local, regional or national event's "Silver Star Circle."

The procedure for re-certification is the same as initial certification.

Displays at Shows

Silver Star Preservation Class vehicles displayed at MBCA shows will not be judged but must have been previously certified as Silver Star Preservation vehicles or be seeking certification at that show. At the owner's election, they may be re-certified at later shows as often as the owner wishes.

MBCA encourages all sections holding local events including Concours judging to also include a separate area called the "Silver Star Circle" for participants whose vehicles have been previously certified as Silver Star Preservation Vehicles and who are seeking to become certified at that show.

MBCA sections sponsoring regional or national events including Concours judging events should establish a Silver Star Preservation Circle display area operating concurrently with the Concours display and judging. They should also offer both initial Silver Star certification and re-certification of previously designated Silver Star Preservation vehicles.

Sponsoring MBCA sections may include appropriate registration requirements for members wishing to display their vehicles in the Silver Star Circle area and charge registration and certification and re-certification fees equivalent to the fees charged Concours participants.

Recognition of Silver Star Preservation Status

The owner of a Silver Star Preservation vehicle, when first certified is entitled to purchase a Silver Star Certificate and a grille badge through MBCA as confirmation of the vehicle's status.

The owner of a Silver Star vehicle re-certified at any local, regional or national show is entitled to purchase a separate Silver Star Certifications plaque and an engraved plate through MBCA evidencing each re-certification. The engraved plate should be suitable for mounting on the separate Silver Star Certifications plaque to recognize the owner's continuing participation in Silver Star Circle events.

The sponsor of an event including a Silver Star Circle display should announce the names of those members who have obtained initial Silver Star certification at the event.

6.1.3 STREET CLASSIFICATION DAMAGE

Street Class cars that are damaged during competition in a driving event at a National Event will not have points deducted for the damage during that National Event.

6.1.4 CUSTOM CLASSIFICATION

Custom cars are cars that have been personalized for appearance or for performance by the owner and as such would not score well in our existing street/show classifications. In the case of a custom car, if there are enough vehicles, and at the discretion of the Concours chair, a Custom Class may be invoked at the event. The scoring will be 400 points as in Street, but there will be no deducts for authenticity at all. The only deductions will be for cleanliness and condition. Since there will be no deductions for authenticity, the point total in each category will be evenly split between cleanliness and condition. As these cars have been modified, the extra 15 points normally given for mileage and age will not be counted towards the final score. An extra 10 points will be awarded for presentation and workmanship. The car will not be eligible for best of street or best of show.

6.1.5 Preservation Classification

This class is officially known as the Silver Star Preservation Class. There should be recognition for members who have kept their twenty-five year old or older Mercedes-Benz vehicle in largely original condition. It should retain a significant percentage of original features and be capable of being driven with all major components functioning as designed. Complete originality is not a requirement. These cars are not subjected to rigid judging standards, but are pre-certified by their owner through the use of a specialized certification form. Then an experienced judge verifies originality. Once verified, the vehicle will be certified as a Silver Star Preservation car. Awards, at the discretion of the Concours Chair, can be made based on percentage of originality.

6.2 ORGANIZING THE CONCOURS EVENT

The Concours Chairman is responsible for the event and selects the most qualified people available to help run the event. Depending upon the size of the event, the number of personnel can change.

6.3 JUDGING THE EVENT

Judges for Concours d'Elegance competition should be carefully selected for their knowledge, proficiency and understanding. It is highly recommended that judges have attended and been certified at the MBCA Concours Judging School. Judges who will not show partiality or favorable

prejudice to one entry or another should be selected. All judges should be familiar with the authenticity of Mercedes- Benz automobiles, since this is of utmost importance in judging the entries. The exception being the judges, who will judge the Custom Class.

A judge will neither judge the class in which his car nor the car of a spouse or relative has entered. To maintain the appearance of impartiality of the judges, a person or member of a firm that has done any existing restoration on a car will not judge the class in which that car entered.

Within each class the same group of judges will if possible, judge the individual judged categories.

6.3.1 JUDGES MEETING

The Chief Judge will hold a meeting with the judges ensuring that all aspects of judging and scoring are clear before the competition begins. The chief judge will assign each judge, or team of judges, one or more categories to be covered in the competition. A team will judge all cars in the classes assigned. There will be no cross judging of cars in the same class by different teams. The judges should be instructed to NOT touch a vehicle for any reason.

6.3.2 LATE ENTRY

Late entries are not permitted after the published closing time.

6.3.3 JUDGING RULES

- A) IN NO CASE, WILL A JUDGE HANDLE ANY PORTION OF A CAR unless permitted by the owner. Judges must not have buttons, belt buckles, etc., protruding from their clothing that could cause damage. Judges will not smoke while judging.
- B) Owners should stand clear of their cars when judging begins. They must remain with the vehicle to show it. It is expected that the owner or designated exhibitor be available to open doors, hood, and trunk and demonstrate the working condition of any component, should the judges ask. If the participant or a representative is not present, the car will not be judged. Tops must be up on cabriolets and convertibles.
- C) The judge advises the entrant when he thinks it is necessary to establish the authenticity of any item or installation. The entrant must provide documentation data at that time to confirm authenticity or the score will reflect the deduction.
- D) The Chief Judge will not tolerate verbal, written or display material that discredits any entry in the show. This does not apply to documentation requested by a judge.
- E) After judging a car, the judging team enters the score and initials the score sheet. Judges may note reason for deduction on comment line. The judge returns the score sheet to the windshield. The Chief Judge can answer questions at this time. The scoring personnel will collect the score sheets for tabulation.

6.4 SCORING SYSTEM

1. Interior, Trunk, Soft Top	100 points
2. Chrome, Plastic, Rubber, Glass, Lights, Trim	100 points
a. Dash, Console, Instruments	
b. Interior Upholstery	
c. Trunk	
d. Soft Top	
3. Engine Compartment	100 points
4. Exterior Paint, Finish, Body Work	100 points
5. Chassis, Underbody, Exhaust System	70 points
(Show Class only)	
6. Age (1/2 point per year; max 15 points)	15 points
(Street Class only) Mileage (1 point each	15 points
20,000) Actual Mileage divided by 20,000	
carried out to 3 decimal places	
Street Class total maximum points	430 points
Show Class total maximum points	470 points
Custom Class total maximum points	410 points

Tie Breaker is the actual higher mileage computed from above.

6.5 DEFINITION OF JUDGING CATEGORIES

The judging team is provided a check list type scoring sheet. The judges need only to look at one component at a time. This is the most efficient and objective way of judging an automobile. There should never be any opportunity for a judge to make a subjective judgment on any component of any car. Either it's correct, or its condition is below par, or it is not clean.

The deductions are based on authenticity, cleanliness and condition. Authenticity is always the most important criterion of the three, but the authenticity deduction cannot exceed 50% of the allowable point total. The minimum deduction is 1/2 point for street class and ¼ point for show class. Condition deduction and cleanliness deduction combined cannot exceed 50% of the total allowable deduction. The one exception being in Custom Class where there will be no deductions for authenticity, therefore, condition and cleanliness are each worth 50% of the total allowable deduction.

- A) Interior, Trunk, Soft Top: All instruments - radio, power windows, lights – should the chief judge wish, may be checked for operation. If not working, deductions should appear under condition. Radio and speakers should be authentic for that model and year. Leather upholstery may have cracks and wrinkles, but not cracked through the color. The trunk interior color should be correct. When judging the trunk floor, it is not necessary to lift the carpet or rubber mat in street class. However, a judge may ask the entrant in show class to lift the floor coverings in order to judge the condition of trunk floor. The spare tire should be judged for condition and should match the other four on the ground(show class only) except if it is the original spare. The wheel should match the other four on the vehicle, unless it was an early car with alloys, factory delivered with a steel spare wheel. Only cars built after 1972 are likely to have first aid kits. The soft top should be Happich Canvas with a correct OEM rear window.
- B) Chrome, Plastics, Rubber, Glass, Lights: All lights - headlights, turn signals, fog lights, side markers, rear lights should the chief judge wish, may be checked for operation. If not, it is a condition deduction. Poor finish, deterioration, overspray, excessive glue, and rust are scored under condition. Cleanliness deductions include dirt and stains. Painted bumpers shall be judged in section 4 on the score sheet: Exterior paint.
- C) Engine Compartment: Condition deductions for components are: corrosion, oil leaks, water leaks, poor finish, overspray, excessive glue, worn or frayed, and rust. Cleanliness deductions for components include: clean dirt, dirty dirt and stains. Allow for authentic MBUSA-DBAG-MBAG or OEM replacement battery, clamps, V-belts, hoses, etc. Area also includes engine peripherals, firewalls, inner fenders, shock towers and all wiring.

- D) Exterior Paint, Finish, Body Work: Condition deductions include dents, ripples, scratches, rust, bubbles, etc. Authenticity deductions can be non-factory body panels, add on spoilers, body cladding, different grille work, and incorrect paint color for the model and year. The exception being Custom Class where, by definition, all of these changes would be allowed. Imperfections in paint include: Excessive orange peel, runs, sags, fish eye, dirt trapped in paint, color mismatch, overspray, etc. Finish deductions include buffer swirl in finish, cracks or crazing in finish and oxidation. Standard deduction for change of color is three points, however, if the color was factory available for the year and model, the deduction is one point.
- E) Chassis, Underbody, Exhaust System (Show Class only): Condition deductions include: oil and all other fluid leaks, rusty exhaust system, etc. Authenticity deductions include: incorrect undercoat, colors, plating, and stainless steel. Shocks must be authentic MBUSA-DBAG-MBAG or EOM replacement.
- F) Age: For street class only, one half (1/2) point per year with maximum of 15 points using original intended "model year."
- G) Mileage: For street class only, one point for each 20,000 miles with a maximum of 15 points. Example: 189,356 miles divided by 20,000 miles = 9.467 (carry to 3 decimal places). (Kilometer conversion km X 0.62137 = miles.) It is responsibility of the owner/participant to present documentation of the true mileage. If the stated mileage is higher than the odometer reading, then the true mileage must be documented. If not documented, judges are required to use the odometer reading.

6.6 AUTHENTICITY REQUIREMENTS

Definition: Consider a part, component, finish, color or material not authentic if it is not genuine MBUSA-DBAG-MBAG or OEM replacement for the particular year and model as it left the factory (or in some cases the dealership.)

6.6.1 REPLACEMENT PARTS

Replacement parts can be from any authorized MB replacement supplier. The parts must meet the exact specifications of the original item or material. A superseded part may not appear the same as the original, but is acceptable. Yellow or blue cap on air conditioner component is acceptable.

6.6.2 SPECIFIC APPLICATIONS AND EXCEPTIONS

- A) Safety Equipment: Certain states require that specific safety equipment be installed on vehicles to meet their laws. The owner can install such items as necessary to drive his Mercedes-Benz in that state, including seat belts. There should be no authenticity point deductions for these installations. A safety harness installed in a street class car for use in track events will not result in a deduction for authenticity.
- B) Concours Judges may not deduct authenticity or condition points for equipment installed or required by law to allow the operation of the vehicle by the member or any family member.
- C) Batteries: The original equipment is expendable. It can be replaced with a battery of any OEM if it is of the like dimension and form as the original. It must fit the original battery tray and use the original hold down clamps. New versions of Mercedes-Benz OEM may have been modified. The modifications to the equipment must be MBUSA-DBAG-MBAG-OEM. If any car in Street class has the battery under the seat, no batteries are to be judged in that entire class.

Street class only.
- D) Window Glass: Any OEM window glass that meets the requirements of the original specifications on form, fit and function (color) is acceptable.

- E) Tires: Tires are expendable and can be replaced with comparable or superior equipment of original size or MBCA allowed replacement size and compatibility with the vehicle. No penalties are taken for owner's preference of white or black wall cosmetics. The four tires mounted on the vehicle must match, except for some late model cars delivered from the factory with different size tires front and rear. In Show class, all five tires must match unless the original spare is displayed in the trunk.
- F) Wheels: Light alloy wheels may be substituted if they were available as a factory option. Light alloy wheels were a factory option starting with the 1970 model year and were available in the fall of 1969. A two point deduction will be made for vehicles not fitting the above criteria. The wheels' finish must be correct.
- G) Badge Bars/lights: Car badge bars, license plate frames, and driving lights may be installed only on Street Class. They must be in keeping with the quality of the car. No points are to be given or deducted for these items in Street Class. MBUSA-DBAG-MBAG-MBCA badges are permitted without penalty in both classes.
- H) Communications: Phones, CB's, etc., tastefully installed will not have points given or deducted in Street Class. These items are not allowed in Show Class unless factory available.
- I) Lights: Either European or DOT regulation headlights may be installed on Street Class cars. Show Class cars must have headlights as originally installed when they were manufactured. Show Class cars made for the American market must have DOT regulation lights and European cars must have European headlights unless prohibited by law.
- J) Finish: Over or under polishing or finishing of any component is not authentic.
- K) Trim: door guards, fender lip chrome, etc. are not authentic except that fender lip chrome is authentic on a 300SE coupe or convertible ('62-'67), 300Sc ('56-'58), 220S/SE coupe/convertible ('56-'61) and all 600s.
- L) Floor mats: Floor mats in later models that are clipped in at the factory, may or may not be removed for Concours judging. However, all driver's side floor mats must be removed for driving events.

6.7 CONCOURS CLASSES

A class shall have a minimum of three (3) entries. The class assignments can be made from the chart below: If there is insufficient number of entries for any class, the Concours Chairman of the event will group the entries for competition and will inform the competitor before judging starts. The classes may be divided into "Show" and "Street", and "display" (not judged).

GROUP 1 VINTAGE		
Class 1	Pre1945	
GROUP 2 CLASSIC		
Class 2	Sedans	W 105, 120, 121, 128, 136,180, 186, 187, 188 189,191
Class 3	Coupes / Convertibles	W 120,127, 128, 180,186, 187, 188, 189
Class 4	SL's	W 121, 198
GROUP 3 GRAND MERCEDES 600		
Class 5	600 Limousine	W 100
GROUP 4 EARLY MODERN		
Class 6	Sedans	W 108, 109, 110, 111, 112, 114, 115
Class 7	Coupes/Convertibles	W 107, 111, 112, 114
GROUP 5 MODERN		
Class 8	Sedans/Station Wagons	W 123, 124, 201
Class 9	Sedans	W 116, 126
Class 10	Coupes	W 123, 124, W124, 126
GROUP 6 CONTEMPORARY		
Class 11	Coupes/ Roadsters	107, R129,170,171,230
Class 12	Sedans/Station Wagons	W 202, 203,204,210,211
Class 13	Coupes/Convertibles	W 208
Class 14	Sedans/Coupes	W 140,209 215,216,219,220,221
GROUP 7 SPORTS CARS		
Class 15	Vintage	W 113
Class 16	Modern R	107
GROUP 8 OFF ROAD		
Class 17	M Class,R Class	W163, 164, 251
Class 18	G Class, GL Class	W463
Class 19	Unimogs	
GROUP 9 DISPLAY CLASS		
Class 20	Any Mercedes-Benz model and year, not judged and no points earned Is not eligible for the MBUSA Award	

6.8 RESTRICTIONS ON WINNING

Any entry winning a Best of Show award will not be eligible to win Best of Show in a Concours d'Elegance of the same National Event (namely: Western Caravan, Gemutlichkeit, StarTrack, Southern Treffen, or Tri-O-Rama) in the following year. But, the entry may compete within that period to accumulate points for the "MBUSA Award."

6.9 BEST OF SHOW and BEST OF STREET AWARDS

The car in each Class (Street and Show) collecting the highest number of points receives the Best of Show and Best of Street Award for that class. When tied use tie breaker below. Best of Concours and Best of Show do not win First in Class, Best of Concours and Best of Show. After determining Best of Concours and Best of Show, other cars in the classes move up one slot, namely fourth to third, third to second and second to first. For display class a People's Choice Award will be determined by a vote of members attending the event.

6.10 JUDGES' CHOICE AWARD

The judges choose the "Judges' Choice" award. The Judges' Choice can be from the classic, show or street class.

6.11 TROPHY AWARDS

The minimum trophies awarded are dictated by the number of entries in each class. See Rule 2.5 for the number of trophies.

6.12 TIE-BREAKER

After judging, if there is a tie, the tie may be broken by the vehicle with the highest mileage, or at the chief judge's discretion. Other tie breakers may be used such as accuracy of the clock, cigar lighter works, etc.

6.13 PROTESTS

Rules 2.7.1 through 2.7.3 apply. The Chief judge and Concours chairman will determine if there is enough technical information available to decide the issue without re-judging.

RULE CHANGES

7.1 RULE CHANGES

Changes in the National Events Rule Book are determined by the National Events Committee at the National Board meeting held in November each year. The revised rules will be published shortly after the start of the New Year. A club member who wants to propose a rule change must send the proposed rule and a brief paragraph on the reasons for the proposed change to the National Events Committee Chairman or his designate by September 1 of each year. (See the directory page of The Star for the address). This will allow time for distribution to committee members for review before the annual meeting. At other times of the year the committee may make an emergency change to the rules by mail or phone vote if a serious problem or safety problem is identified. National and regional event chairmen will be notified of emergency changes and will be responsible for distribution to entrants in a timely manner considering the available

**MERCEDES-BENZ CLUB OF AMERICA, INC.
PARTICIPATION AGREEMENT**

Revised 11/09

THIS AGREEMENT pertains to driving events of the Mercedes-Benz Club of America, Inc. (MBCA) in which I desire to participate, whether as a driver, passenger, official or volunteer, or to attend as a spectator or visitor. In consideration for permitting me to participate in or observe driving events, which may consist of time trials, autocross, acceleration run, defensive driving and/or road rally, or to attend the event as a spectator or visitor, I knowingly and voluntarily agree as follows:

1. I UNDERSTAND that there are various risks associated with and inherent in the operation of an automobile on a track course, Concours site, or the highway that may result in property damage, personal injury, disability, or even death. I ACKNOWLEDGE AND ASSUME ALL RISKS AND DANGER associated with and inherent in any of the events in which I participate, observe, work or officiate, including as a spectator or visitor, and warrant personally that I have inspected any vehicle which I operate or in which I am a passenger for such events, and have inspected all facilities and equipment utilized by me for such events to the extent available for inspection by me.
2. I RELEASE the MBCA, its officers, directors, committee members, employees, officials, agents, volunteers, and other participants in such events, as well as the owner and/or operators of any facilities used in such events, and their employees, agents and representatives (individually and collectively, the "Releasees") for any responsibility or liability for property damage, personal injury, disability or death.
3. I WAIVE ANY CLAIM of any kind or description, including any actual or implied warranty, against the Releasees for any property damage, personal injury, disability, or death arising in any way from the events in which I participate, observe, work, or officiate, including as a spectator.
4. I COVENANT NOT TO SUE the Releasees for any property damage, personal injury, disability, or death arising in any way from the events in which I participate, observe, work, or officiate, including as a spectator.
5. I AGREE TO INDEMNIFY AND HOLD HARMLESS the Releasees from and against any and all losses, liabilities, damages, expenses, claims, or actions brought as a consequence of any property damage, personal injury, disability, or death arising in any way from the events in which I participate observe, work, or officiate, including as a spectator.
6. I CERTIFY, UNDERSTAND, AND AGREE that if I am driving a passenger, or otherwise participating in the events:
 - a. The vehicle I am driving or in which I am a passenger in the events is insured with at least \$100,000 per person bodily injury and property damage insurance that will be in effect for the entire duration of the event.
 - b. Any participant violating the competition and event rules will be expelled from the event and forfeit all competition privileges and fees.
 - c. I accept, and agree to abide by the competition and event rules, as stated in the National/Regional Events Rule Book
7. I UNDERSTAND AND AGREE that possession or consumption of drugs or alcohol is strictly prohibited.
8. I HEREBY GRANT TO MBCA and the event organizer the irrevocable and unrestricted right to use and publish photographs and video images of me, or in which I may appear, for editorial, trade, advertising and any other bona fide purposes, in any manner and medium. I hereby release MBCA, the event organizer, the photographer and videographer from all claims and liability relating thereto.
9. MBCA cannot be held liable to cancellation, delays, or other lack of performance with respect to the event under any "force majeure" circumstances (including, but not limited to, war, riot, insurrection, terrorism, acts of GOD, strikes or labor stoppages).
10. I authorize and consent to treatment, hospitalization and other care rendered to me in the event of my illness, injury or other emergency circumstances that may occur while participating in the event and assume full responsibility to pay for all costs and expenses for any such treatment, hospitalization and care (therefore, agreeing to fully hold harmless and indemnify MBCA and the event organizers, therefore).

HAVING READ THIS PARTICIPATION AGREEMENT, I HEREBY BIND MYSELF AND MY PERSONAL REPRESENTATIVES, HEIRS, AND NEXT-OF-KIN BY THIS AGREEMENT.

DATE	PRINTED NAME	SIGNATURE	PARENT/GUARDIAN
_____	_____	_____	_____
		I have read/agree with the Participation Agreement	
_____	_____	_____	_____
		I have read/agree with the Participation Agreement	
_____	_____	_____	_____
		I have read/agree with the Participation Agreement	
_____	_____	_____	_____
		I have read/agree with the Participation Agreement	
_____	_____	_____	_____
		I have read/agree with the Participation Agreement	



Mercedes-Benz Club of America CONCOURS d'ELEGANCE SCORE SHEET

Entrant Name:	Circle Class: Show Street	Year & Model: (Year on Registration)	Car No:
Paint Color Number:	Color Agree With Code? Yes No	Color Correct For Year and Model? Yes No	Trailerd? Yes No

No.	Section Description	Score	No.	Section Description	Score
1.	Interior, Upholstery, Trunk, Hard or Soft Top		6.	Age (model year) (street class only) (1/2 point per year, max 15 points)	
2.	Chrome, Plastic, Rubber, Glass, Lights & Trim		7.	Mileage _____/20,000 = _____ (1 point each 20,000 mi. carried out to 3 decimal places, max 15 points)(street class only)kilometer conversion km x 0.62137 = miles (street only)	
3.	Engine Compartment		8.	Deductions (Trailerd) Street only (unless driven in an event prior to Concours)	
4.	Exterior Paint, Finish, Body Work		9.	Deduction for paint color change (3 points if incorrect for year and model, 1 point if correct)	
5.	Chassis, Underbody & Exhaust System (Show Classification Only)			Sub Total (1 thru 5):	
	Sub Total:			Grand Total Street Max 430 Points:	
				Grand Total Show Max 470 Points:	

1. Interior, Upholstery, Trunk, Hard or Soft Top	Max Points	Auth	Cond	Clean	Comments
Carpeting	8				
Seats, coverings, frame and trim	16				
Dash, under-dash panels, instruments, controls, clock, radio	16				
Steering wheel, gearshift, signaling stalks, console	10				
Door inside coverings, controls	12				
Headliner, underside soft top, sun visors, mirror, package shelf	12				
Wood, chrome, paint finish	8				
Front and rear side panels, and pillar covers	4				
Trunk sides and underside deck lid finish, decals and side coverings	6				
Spare tire, wheel, tools, jack, first aid kit (if equipped)	4				
Trunk floor, covering	4				
Maximum Total Points:	100				

2. Chrome, Plastic, Rubber, Glass Lights Trim	Max Points	Auth	Cond	Clean	Comments
Grill, Hood Star, front bumper, guards (not painted)	12				
Head lights, signaling, fog and front side markers	16				
Windshield, trim seal and wipers	8				
Windows, sides and rear, seals and trim	16				
Side trim, antenna and side mirrors	8				
Deck lid trim, lock and seal ,star	8				
Door seals, door handles, locks	12				
Rear bumpers, guards (not painted)	8				
Rear Lights, trim, rear side markers	12				
Maximum Total Points:	100				

3. Engine Compartment	Max Points	Auth	Cond	Clean	Comments
Cooling System, radiator, fan, shroud, water pump	8				
HVAC System	8				
Braking system	6				
Charging System, Battery, alternator, generator	8				
Engine Block, Manifolds, mounts	12				
Fuel delivery and induction system	10				
Wires ,Harness, Relays, fuses (if visible)	8				
Firewall, hood pad, grommets	8				
Steering system	6				
Horns, wiper linkage, washer reservoir	6				
Oil lines, Vacuum and air pumps	4				
Under hood body finish	4				
Plating	4				
Belts, hoses, clamps	8				
Maximum Total Points:	100				

4. Exterior Paint, Finish, Bodywork	Max Points	Auth	Cond	Clean	Comments
Gaps, doors, hood, deck (trunk) lid	8				
Hood	4				
Optical sight lines, coach lines	8				
Doors, Jambs	12				
Fenders, front and rear	8				
Front valence panel, rocker panels	8				
Left and right side quarter panels	4				
Fit of attached body parts	6				
Roof, including soft top exterior	6				
Imperfections in paint	10				
Paint, color	6				
Front and rear bumpers (if painted)	4				
Fit to grille, lights, bumpers	8				
Rear deck (trunk) lid, tail piece, lower rear valence	8				
Maximum Total Points:	100				

5. Chassis, Underbody, Exhaust System (Show Class Only)	Max Points	Auth	Cond	Clean	Comments
Front suspension, spring and shocks	12				
Transmission, drive line rear differential, axles	8				
Lines, brake, fuel, air, oil	6				
Rear suspension, springs, shocks	12				
Fuel tank, pump	4				
Exhaust system	6				
Wheel wells, finish, tires on ground, must match spare, except if original spare	8				
Underbody or frame finish, paint, color	8				
Clamps, hardware (plating and finish)	6				
Maximum Total Points:	70				

Rule 6.6.2(G) Light alloy wheels are factory option starting with the 1970 Model year. Deduct 2 points for non-conforming wheels. Rule 6.5(D) Deduction for change of color: 3 points in show class, 3 points in street class. However, if color change was available for that model year, on 1 point deduction in show class and 1 point in street class.

APPENDIX B – Driving Classes 2009

MAIN GROUP I

Early Sedans, Coupes & Cabriolets

Class	Cyl	Model	Years	Chassis
1	4	Postwar Diesel	45-60	
2	4	Postwar Gas 4 Cyl.	45-60	
3	6	Postwar Gas 6 Cyl.	45-60	
4	4	190c	61-65	110
	4	200	65-68	110
	4	220, 230.4	68-76	115
	4	230	77-78	123
	6	220b, 220Sh, 230S	59-68	111
	6	250S	65-67	108
	6	230	65-68	110
	6	230	68-69	114
	6	250, 250C	68-72	114
	6	280S	68-72	108
	6	280, 280C	73-76	114
	6	280S	75-76	116
5	6	220SEb	59-65	111
	6	220SEb/C	61-65	111
	6	250SE/C, 280SE/C	65-70	111
	6	250SE/C, 280SE/C	65-68	108
	6	280SE, 280SEL	68-72	108
	6	300SE/L	61-65	112
	6	300SE/C	61-67	112
	6	300SEb	65-67	108
	6	300SEL	68-70	109
	6	300SEL	65-72	109
	6	280SE	77-80	116
	6	280E/CE	77-81	123
6	8	280SE/C	70-71	111
	8	300SEL 6.3	68-71	109
	8	300SEL 3.5	71	109
	8	300SEL 4.5	71-72	109
	8	280SE/L 4.5	71-72	108
	8	450SE	73-75	116
	8	450SEL	73-80	116
	8	450SEL 6.9	73-80	116
	12	600	64-72	100

MAIN GROUP II 190/C-Class

7	4	190E 2.3	84-93	201
8	6	260E, 300E 2.6	87-92	124
	6	190E 2.6	87-93	201
	4	C220W	94-96	202
	4	C230W	97-98	202
	6	C240W	01-05	203
	6	C240W4	03-05	203
	6	C240S/S4	03-05	203

MAIN GROUP II 190/C-Class (cont.)

Class	Cyl	Model	Years	Chassis
9	4	C230ML	99-00	202
	6	C280W	94-00	202
	4	C230K	02-05	203
	4	C230WZ	03-05	203
10	4	190E 2.3-16	86-87	201
11	6	C320W	01-05	203
	6	C320S	02-05	203
	6	C320W4, C320S4	03-05	203
	6	C320C	03-05	203
	6	C230WZ	06-07	203
	6	C280W/W4	06-07	203
	6	C300W/W4	08-	204
12	6	C350W/WZ/W4	06-07	203
	6	C350W/WZ/W4	08-	204

MAIN GROUP III 300/E/CLS-Class

13	6	300E	86-92	124
	6	300CE	88-89	124
	6	300TE	88-92	124
	6	300E4M, 300TE4M	89-93	124
	6	300E 2.8	93	124
14	6	300E, E320W	93-95	124
	6	300TE, E320S	93-95	124
	6	E320W	96-02	210
	6	E320W4	98-02	210
	6	E320S/S4	98-03	210
	6	E320W	93-05	211
	6	E320W4, E320S/S4	04-05	211
	6	E320CDI	05-	211
15	8	400E, E420W	92-95	124
	8	E420W	97	124
	8	E430W/W4	98-02	210
	6	E350W/W4	06-	211
	6	E350S/S4	06-	211
16	8	500E, E500W	92-94	124
	8	E500W	03-06	211
	8	E500W4, E500S4	04-06	211
	8	CLS500C	06	219
17	8	E550W/W4	07-	211/212
	8	CLS550	07-	219

MAIN GROUP IV E/CLK Coupes & Cabriolets

Class	Cyl	Model	Years	Chassis
18	6	300CE, E320C	90-95	124
	6	300CE Cab, E320A	93-95	124
	6	CLK320C, CLK320A	98-02	208
	6	CLK320C, CLK320A	03-05	209
19	8	CLK430C, CLK430A	03-05	208
	8	CLK500C, CLK500A	03-06	209
	6	CLK350C, CLK350A	06-	209
	6	E350C, E350A	10-	207
20	8	CLK550C, CLK550A	07-	209

MAIN GROUP V S/SEC/CL-Class

21	8	380SEL	81-83	126
	8	380SE	84-85	126
	8	380SEC	82-83	107
	6	300SE, 300SEL	88-91	126
22	8	420SEL	86-91	126
	8	500SEL, 500SEC	84-85	126
23	6	300SE, S320W/V	92-99	140
24	8	560SEL, 560SEC	86-91	140
25	8	400SE, 400SEL	92-93	140
	8	S420V	94-99	140
	8	S430V/V4	00-06	220
	6	S350W	06	220
	6	S400 HYBRID	10-	221
26	8	500SEC, CL500	93-99	140
	8	500SEL, S500V	92-99	140
	8	S500V/V4	00-06	220
	8	CL500	00-06	215
27	12	600SEC, CL600	93-99	140
	12	600SEL, S600V	92-99	140
	12	CL600	00-02	215
28	8	S550 V/V4	07-	221
	8	CL550	07-	216

MAIN GROUP VI SL/SLC Class

29	4	190SL	54-63	121
30	6	300SL	54-63	198
31	6	230SL, 250SL, 280SL	63-71	113
32	8	350SL	72	107
	8	450SL, 450SLC	73-80	107
	8	380SLC	81	107
	8	380SL	81-85	107
33	8	560SL	86-89	107

MAIN GROUP VI SL/SLC Class (cont.)

Class	Cyl	Model	Years	Chassis
34	6	300SL, SL320R	90-97	129
35	8	500SL, SL500R	90-02	129
	8	SL500R	03-06	230
36	12	600SL, SL600R	93-02	129
	8	SL550R	07-	230

MAIN GROUP VII SLK Class

37	4	SLK230	98-04	170
38	6	SLK320	01-04	170
	6	SLK280, SLK300	06-	171
39	6	SLK350	05-	171
39	6	SLK350	09	171
39A	6	SLK350	09-	171

MAIN GROUP VIII AMG Class

40	6	C36 AMG	95-97	202
	8	C43 AMG	98-00	202
41	8	S55 AMG	01-02	220
	8	CL55 AMG	01-02	215
42	8	E55 AMG	99-02	210
43	6	C32 AMG	02-04	203
	8	C55 AMG	05-06	203
	8	CLK55AMG	01-02	208
	8	CLK55AMG	03-06	209
	8	CLK63 AMG	07-	209
44	6	SLK32 AMG	02-04	170
	8	SLK55 AMG	05-	171
	8	S55AMG, S600	03-06	220
45	8	CL55 AMG, CL600	03-06	215
	12	CL63 AMG, CL600	07-	216
	8	C63AMG	08-	204
46	8	E55 AMG	03-	211
	8	E63 AMG	07-	211
	8	SL55 AMG	03-	230
	12	SL600	03-	230
	12	S600	08-	221
	8	CLS55 AMG	06-	219
	8	CLS63 AMG	07-	219
	8	E63 AMG	07-	211/212
	12	SL65 AMG	05-	230
	12	CL65AMG	05-06	215
47	12	CL65AMG	07-	221
	12	S65AMG	06	220
	12	S65AMG	07-	221
	8	SI63AMG	08-	230
	8	S63AMG	08-	221

MAIN GROUP IX Diesel Class

Class	Cyl	Model	Years	Chassis
47	4	190Dc	61-65	110
	4	200D	65-68	110
	4	220D	68-73	115
	4	240D	74-76	115
	4	240D	77-83	123
	4	190D 2.2	84-85	201
48	5	300D	75-76	115
	5	300D	77-81	123
	5	300CD	78-81	123
	5	300TD	79-80	123
	5	190D 2.5	86-89	201
49	5	300D/CD/TD Turbo	82-85	123
	5	190D 2.5 Turbo	87	201
50	6	300D, 300TD	87	124
	5	300D 2.5 Turbo	90-93	124
	6	E300DW	95	124
	6	E300DW	96-97	210
	6	E300DT	98-99	210
51	5	300SD	78-80	116
	5	300SD	81-85	126
52	6	300SD, 300SDL	86-87	126
	6	350SD, 350SDL	90-91	126
	6	300 SD	92-93	140
	6	S350DW	94-95	140

MAIN GROUP X SUV Class

53	6	ML320	98-03	163
	6	ML350	03-05	163
54	8	ML430	99-01	163
	8	ML500	02-05	163
	6	ML350	06-	164
	6	R350	06-	251
	8	ML500, ML550	06-	164
	8	R500	06-	251
	8	GLK350	10	204
	8	GL450	07-	164
	8	GL550	08-	164
	6	ML320 CDI	07-	164
	6	R320 CDI	07-	251
	6	GL320CDI	07-	164
	6	ML450 HYBRID	10-	163
	55	8	ML55 AMG	00-04
56	8	ML63 AMG	07-	164
	8	R63 AMG	07-	251
57	8	G500	02-	463
	8	G55AMG	03-	463

MAIN GROUP XI

Class	Cyl	Model	Years	Chassis
58	8	SLR McLaren	05-	
59	8	SLS AMG	11-	
60	3	SMART	08-	

Modified

All stock Euro cars may run in stock classes, however, they may be bumped up one class by driving event chairman.

Any Mercedes-Benz with performance enhancements not specifically allowed under MBCA, Inc. NEC rules will be considered modified.

The above classes should be combined within the main group. Special cases will be determined by the driving event chairman. The competitor must be informed of his assigned class prior to running.

Please note: Beginning with the Model Year 1994, M-B internal sales nomenclature was radically revised. For clarity in referencing vehicles produced since 1994, M-B USA LLC designations are used here.

Key:

- A (suffix)= cabriolet
- C (suffix)= coupe
- ML (suffix)= C class Kompressor sedans
- S4 (suffix)= 4 matic station wagon
- V (suffix)= extended(long) wheelbase sedan
- V4 (suffix)= extended(long) wheelbase 4matic sedan
- W (suffix)= standard wheelbase sedan
- W4 (suffix)= 4matic sedan

SILVER STAR PRESERVATION CLASS QUALIFICATION FORM

Owner's name _____

Home section _____

Member number _____

Certification Yes No Re-certification Yes No

Model year _____

Mfg. date _____

VIN Number _____

Mileage to event _____

Certification Results
(Circle Qualifying Categories, at least 60% in three categories for Certification)

Category	Points Req'd	Points Rec'd
Operability	All Must Pass	Pass
Safety	All Must Pass	Pass
Exterior	60	
Interior	60	
Engine	60	
Chassis	60	
Misc. Docs.	60	

Owner's Signature _____

Reviewer's Signature _____

Reviewer's Signature _____

Chief Judge's Signature _____

Sponsor Section _____

Event _____

Reviewer _____

Reviewer _____

Total mileage _____

Paint Color Code _____

Motor number _____

Safety Items _____ Function (circle)

Headlights Yes No

Tail lights Yes No

Turn signals Yes No

Other lights Yes No

Instrument lights Yes No

Emergency brake Yes No

Horn Yes No

Wipers Yes No

Glass clarity Yes No

Fire extinguisher Yes No

INCIDENT REPORT FORM

If any of the following occurs at a local, regional or national MBCA event, please complete and file this report with Mercedes Benz Club of America, 1907 Lelaray Street, Colorado Springs, CO 80909, Attn: Executive Director: David Cummings, Fax 719-633-9283

- Serious injury or fatality of spectator, participant or volunteer **(For participant, include signed participation agreement waiver)**
- Property damage **(includes damage to vehicles)**

EVENT _____

LOCATION _____ DATE _____

SECTION HOSTING _____ CHAIRPERSON _____

PERSON FILING REPORT _____

PEOPLE INVOLVED IN INCIDENT (Include address and phone number): _____

CARS INVOLVED IN INCIDENT _____

LICENSE PLATE NUMBERS _____

INSURANCE COMPANY OF CARS INVOLVED _____

POLICY NUMBER(S) _____

WAS ANYONE INJURED? _____ IF SO, EXPLAIN INJURY: _____

DID ANYONE REQUIRE MEDICAL TREATMENT? _____ IF SO, EXPLAIN: _____

WAS ANY PROPERTY DAMAGED? _____ IF SO, EXPLAIN DAMAGE: _____

WITNESSES: _____

ADDITIONAL INFORMATION: _____

SIGNATURES OF THOSE INVOLVED:

Printed Name _____

Signature _____ Date _____

Printed Name _____

Signature _____ Date _____

Printed Name _____

Signature _____ Date _____

SIGNATURE OF PERSON FILING REPORT:

Printed Name _____

Signature _____ Date _____

Note: If the person involved cannot or refuses to sign this document, have another person witness and state why they would not sign.
Note: If more than one car/person was involved, please list all names, addresses, phone, and insurance companies on a separate sheet.