



2018 Lucas Oil MLRA Series Rule Book

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LUCAS OIL MLRA SERIES

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2018 Lucas Oil MLRA Series Rules

The rules and/or regulations set forth herein do not express or imply warranty of safety, from publication of, or, compliance with these rules and/or regulations. They are intended as a guide for the conduct of the Lucas Oil MLRA Series and are in no way a guarantee against injury to participants.

These rules and/or regulations will apply to all Lucas Oil MLRA Series sanctioned racing events.

Lucas Oil MLRA Series officials have full authority over said sanctioned racing events. In the event of any dispute, the Series Director's decision will be final.

All race cars are subject to be inspected by the Lucas Oil MLRA Series Technical Director at any time during the event.

The Lucas Oil MLRA Series reserves the right to alter or amend these rules and/or regulations in the interest of safety and/or fair competition.

Throughout this Rulebook, a number of references are made for particular products to meet certain specifications (i.e. SFI Specs, FIA, Snell, etc.). It is important to realize that these products are manufactured to meet certain specifications, and upon completion, the manufacturer labels the product as meeting that spec. Therefore, except as outlined under SFI requirements, any change to the product voids that certification. Under no circumstances may any certified product be modified, altered, or in any way vary from the "as manufactured" condition. Such a practice is in violation of the SFI, FIA, Snell, etc. program, and voids such certification and, therefore will not be accepted by the Lucas Oil MLRA Series.

Please remember that we are here because of the Fans, Promoters and the Sponsors. If they don't benefit...we won't. While we understand that this Competition involves substantial financial stakes, there is no excuse for bad or unruly behavior, which would tend to bring the Series into disrepute.

The Lucas Oil MLRA Series is a professional organization and will conduct itself so in its dealings with everyone, including Fans, Drivers, Team Members, Series Sponsors, Team Sponsors, Tracks and the Press. The Series therefore expects the same from its Drivers, Team Members and Team Sponsors. The Series organizers and officials therefore reserve the right to take disciplinary action against anyone who brings the Series into disrepute by their actions, either on or off the track.

In the event of any Felony conviction of a Driver, Team Member or Team Sponsor, the disciplinary action shall be a minimum one-year ban from the Series, beginning with the date of the conviction, or, the date of the completion of any incarceration subsequent to said conviction, whichever date shall last occur.

Disciplinary action may also include, but is not limited to, the right of the Series organizers and officials to suspend either temporarily, or permanently, any driver, team member or team sponsor whose actions, in the sole opinion and discretion of the Series organizers and officials, may have resulted in, or may result in, harm or detriment to the Lucas Oil MLRA Series Events.

The Series organizers and officials also reserve the Right to request the removal of any derogatory or distasteful statements on any racecar or hauler. Failure to comply with this request for removal may result in disqualification from some or all of the Lucas Oil MLRA Series Events.

The decisions made, and the disciplinary actions taken, by the Series organizers and Officials hereunder shall not be appealed by the Driver, Team Member or Team Sponsor affected thereby.

Unsportsmanlike Conduct: Any driver/crew member/participant found by MRLA officials to be engaging in unsportsmanlike behavior or any inappropriate behavior that affects the orderly conduct of an event, the interests of dirt late model racing, or MLRA will receive a penalty. This includes any aggressive action toward an MLRA official by a driver/crew member/participant including arguing, yelling or raising your voice when talking to an official, touching the official in any physical way, and any social media posts, public or private statements that are offensive or detrimental to the MLRA or an MLRA official.

Driver/Crew Member/Participants are solely responsible for the actions of all team members at all times and in the event that a team member shows Unsportsmanlike Conduct, MLRA officials may penalize the driver/crew member/participant for the actions of the team member in addition to any penalty to the team member for his / her actions

No driver or crew member may be under the influence of alcohol, drugs or any other controlled substances while competing. The Series reserves the right to require drug testing in order to assist its enforcement of the Series' no alcohol and no drug policy. Decisions on drug testing and disciplinary action (which may include, but is not limited to immediate ejection from a track, a fine of \$500.00, a 90-day suspension, and/or a denial of further entry to Lucas Oil I-10 Race Promotions, Inc. sanctioned events) is at the sole discretion of the Series.

Any Driver entering and competing in a Lucas Oil MLRA Series event acknowledges and accepts the following: Lucas Oil MLRA Series and its assigns may use the Driver's names, pictures, likeness, and performances in any way, medium, or material. Including without limitations by and through, television, radio air-wave: cable and satellite broadcasts, film productions, videotape reproductions, audio-tape reproductions, transmissions over the Internet and public and private on-line service authorized by Lucas Oil MLRA Series and the like, before, during and after the event for promoting, advertising, recording or reporting in the event or any other Lucas Oil MLRA Series sanctioned event, and do hereby relinquish all rights there to for these purposes, provided however that the car owner and driver shall retain the exclusive use of its or his name; picture and likeness in connection with product endorsements and the sale of products, services, concessions and merchandise.

1.0 Series Championship

1.1. 2018 Points Fund Criteria

A.) Driver Must Compete in 80% of Events to Receive Points Money.

1.2. Awards Banquet

A.) The 2018 Awards Banquet will be held in December, (Date, Time and Place to be announced.) Any Drivers not attending will only receive half of their awards at the first event of the 2019 season.

B.) Drivers must compete in 80% of events during the 2018 Lucas Oil MLRA Series season to be eligible to receive banquet awards or special category awards at the 2018 Championship Awards Banquet.

2.0 Rookie of the Year

2.1 Prize

A.) There will be a Rookie of the Year Prize for the 2018 Season. This will be a Cash Prize of \$2,500.00.

2.2 Application Process

A.) Drivers' eligibility for the Rookie of the Year Award will be determined by the Lucas Oil MLRA Series Officials as follows: Drivers wishing to compete for the Rookie of the Year Award must indicate their intention by applying, in writing, to the Lucas Oil MLRA Series. Letter of Application should contain the following information as a minimum: Age, Years of racing experience, Years competed in Late Model Division, Number of races won, Biggest Purse won in Late Model events, List of Achievements and etc, Details of Car/Team for the forthcoming Season and Photos if available. Application letters must be received by May 1st 2018 and participated in 80% of the 2018 MLRA Schedule.

2.3 Eligibility

A.) Eligibility will be determined by the number of years, or part years of Late Model driving experience. Five (5) years of super late model driving experience will serve as a guideline. Eligible drivers may compete for Rookie of the Year Honors, provided that they have not finished either First or Second in any previous Lucas Oil MLRA Series Rookie of the Year Championship. Number of wins and size of purses won will also be taken into consideration.

2.4 Approval

A.) The Lucas Oil MLRA Series will have final approval on eligibility. Example: Any driver who has less

than 5 years experience, but has won a significant amount of \$5,000 to win events or greater, may not be considered eligible. On the other hand, any driver that has slightly more than 5 years experience, has never won a significant amount of \$5,000 to win event, and has run predominantly local may be eligible.

3.0 Appearance Money and Winners Circle Program

3.1 General Information

A.) Appearance Money of \$200 will be paid to the Top Ten in Points at each event. This money will be paid in addition to any Purse Monies the Driver might receive. (See Autograph Sessions)

3.2 Eligibility

A.) All Drivers in the Top Ten in points will be eligible for the 2018 Winners Circle Program. For the First 2 points races of 2018, the 2017 Final Points Standings will be used.

3.3 Make-Up Policy

A.) If a driver that is in the Top 10 in point standings misses any event(s), that driver will forfeit all Winners Circle Money for the rest of season.

3.4 Guidelines

A.) The program will consist of \$2,000.00 per Event, payable at the rate of \$200.00 to each Driver in the Top Ten. On a multi-day Event, Drivers must be in attendance each day of competition. This money will be paid to the Driver in addition to any Purse monies he might receive.

B.) When an event is rained out or postponed after the pit gates have opened all eligible drivers will receive 50%.

3.5 Program Updates

A.) The Winners Circle Program will be updated after every race, and not on a weekly basis.

4.0 SAFETY EQUIPMENT

4.1 Batteries

A.) NO batteries to be located in the driver's compartment/cockpit.

B.) The battery must be securely mounted with positive fasteners and brackets.

C.) The battery terminals must be insulated or enclosed with a non-conductive material that will prevent contact with any part of the race car should the battery become dislodged from the battery mount.

D.) One (1) mandatory battery disconnect switch must be installed on the rear deck, behind the driver seat, in a location that is easily accessible from outside the race car. The switch must be clearly labeled with off/on direction. The switch must be directly in-line with the NEGATIVE battery cable and be capable of completely disconnecting the NEGATIVE terminal of the battery from the race car. Negative or "ground" wiring connections must not be made anywhere from the battery negative terminal to the input side of the disconnect switch. An additional battery disconnect switch within the driver's reach may also be used

4.2 Seats

A.) All seats must be full containment type constructed of aluminum to the general design specifications of SFI 39.2 standards. Design shall include comprehensive head surround, shoulder and torso support system, energy impact foam, and removable head foam.

B.) SFI 39.2 certified seats are recommended for all drivers.

C.) A non SFI 39.2 seat with bolt on kits will be permitted with a seat manufacturer produced kit and a base seat acceptable to the seat manufacturer. Components must include comprehensive head surround, shoulder and torso support system, energy impact foam. Must be installed in accordance to seat manufacturer's instructions.

D.) Seats must be used as supplied and instructed by the seat manufacturer.

E.) Seats must be mounted to a seat frame that is welded to the race car frame/roll cage structure. Attaching points, angles, and materials for the seat frame and mounting of the seat to the seat frame must be in accordance to the seat manufacturer's instructions.

4.3 Restraint Systems

A.) The use of a 5, 6 or 7 point driver restraint system certified to SFI Spec 16.1 or 16.5 is REQUIRED, no exceptions. All driver restraint systems shall not be in excess of 2 years of age past the date of manufacture. The use of a 7 point driver restraint system is strongly recommended. All mounting points of the racing harness MUST be mounted properly in accordance with the manufacturer's instructions, and securely mounted to the chassis with the use of grade 5 or better hardware.

4.4 Window Nets

A.) Window Nets certified to SFI Spec 27.1 or Safety Nets certified to SFI Spec 37.1 are Strongly Recommended and must be mounted in accordance with the manufacturer's instructions and technical director's satisfaction.

4.5 Drive Line

A.) A drive line "sling" is REQUIRED.

4.6 Helmets

A.) A helmet certified to Snell SA2010/FIA-8860, Snell SA2015/FIA-8860, SFI 31.1/2010 or SFI 31.1/2015 is REQUIRED to be worn during on track competition.

4.7 Driver Suits

A.) A driver suit certified to SFI Spec 3.2A/5 is REQUIRED to be worn during on track competition.

4.8 Gloves

A.) Gloves certified to SFI Spec 3.3 are REQUIRED to be worn during on track competition.

4.9 Socks and Shoes/Boots

A.) Socks and Shoes certified to SFI Spec 3.3 are REQUIRED to be worn during on track competition.

4.10 Cockpit Tubs

A.) Eighteen (18)-gauge steel or one and one-eighth inch (1 1/8") aluminum "cockpit tub" to protect front, sides and rear of driver is HIGHLY RECOMMENDED.

4.11 Head and Neck Restraints

A.) Head and Neck Restraint Devices/Systems are REQUIRED

B.) At all times during an Event (practice, qualifying, and competition), drivers must connect their helmet to a head and neck restraint device/system certified to SFI Spec 38.1, and must be acceptable to the Lucas Oil MLRA Series. The device/system must display a valid SFI Spec 38.1 label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and

must be configured, maintained and used in accordance with the manufacturer's instructions

C.) It is the responsibility of the driver, not the Lucas Oil MLRA Series, to ensure that his/her device/system is certified to SFI Spec 38.1, correctly installed, maintained, and properly used.

4.12 Fire Suppression

A.) All racecars must be equipped with a thermally deployed automatic fire suppression system. The fire suppression system will consist of a DOT approved cylinder manufactured from aluminum or steel with a capacity of ten (10) lbs. of fire extinguishing agent, steel or steel reinforced lines, and two (2) thermally activated discharge nozzles.

B.) All systems must meet or exceed SFI 17.1 specifications.

C.) Systems must be fully charged with ten (10) lbs. of DuPont FE-36, 3M NOVEC 1230, or Fire Aide and display a legible and valid SFI and manufacturer label depicting fire extinguishing agent, capacity, and certification date. Cylinders that or beyond useful certification date must be inspected, serviced and re-labeled by the manufacturer.

D.) Cylinders must be mounted forward of the fuel cell. Cylinders must be securely mounted to the frame/roll cage assembly. The certification label must be unobstructed and easily accessible for inspection when the mounting is complete.

E.) The cylinder must be connected to the nozzles with steel or steel reinforced lines.

F.) Two (2) thermally activated nozzles must be used. One (1) nozzle must be located directly above the fuel cell in the fuel cell area and the second nozzle must be located in the driver cockpit area. An optional engine bay nozzle may be added.

G.) An optional manual override cable may be added to the system.

5.0 Race Event Procedures

5.1 Sign In

A.) It will be the responsibility of all Drivers/Teams to sign in and pay their entry fees prior to the drivers' meeting. The Sign in will be conducted at the Lucas Oil MLRA Series Official Trailer at a designated location in the pit area. ONLY a driver or crew representative shall be allowed to sign in the car that is at the track prior to cut off. Lucas Oil MLRA officials may draw for drivers/teams not present at the track under exceptional circumstances beyond the control of Lucas Oil MLRA Series Officials or the drivers/teams being signed in. The pill draw will be closed once the drivers' meeting is concluded.

B.) Each driver must read and must decide if he or she is going to sign the tax registration portion and the competition and enforcement portion of the registration form to be eligible to compete in a Lucas Oil MLRA Series event. By doing so, the driver understands that the rules and enforcement calls and decisions of the Lucas Oil MLRA Series are final.

C.) PLEASE NOTE: By Entering, Qualifying and/or Racing in a Lucas Oil MLRA Series Event, you are accepting these Rules and Regulations being those under which you are prepared to race.

D.) It is a condition of entry that the Drivers' Registration Form is completed and handed in prior to the Driver's first Series Race of the Season. If a Driver changes cars or teams during the season, it is his/her responsibility to re-register. It is also the responsibility of the Teams/Driver to fill out a Sponsorship Registration Card upon sign-in. These cards will be used for the announcement and publication of sponsors throughout the season. If there is a change in sponsorship, it is the Teams/Drivers responsibility to notify the P.R. Director.

5.2 Entry Fees

- A.) All Drivers/Teams will pay an Entry Fee for each Event as follows:
- B.) Any show \$20,000 to win and less will carry a \$110 entry fee.
- C.) Entry Fee must be paid before a team will be allowed to draw for qualifying.
- D.) In the event of a Rain out, Cancellation or postponement (other than next day), all Entry Fees will be refunded or held over at Teams' request.
- E.) Entry Fees are collected on a race-to-race basis. Each race will be separate. Only in the event of a rain out will the entry fee be carried over, and the Entry Fees collected will only be good for that Event.

5.3 Driver Communication

A.) One-Way Single Channel Radio Receivers

i.) One-way radio receivers are required to be used in every portion/segment of an event. If you do not own a one way radio receiver, the series has rental units available for a \$20 rental fee.

ii.) Race Director and Head Scorer are the only people permitted to transmit on a one-way radio receiver device. Use of any other type of radio is not permitted.

iii.) Approved single channel one-way radio devices include: Nitro Bee, Raceceiver Fusion, or Racing Electronics Solo.

B.) Signaling

i.) Lights are not permitted

ii.) (2) Two inch (2)" maxium diameter with a length of thirty inches (30") are allowed to signal from a safe area where pit pass access is required. No signalling from the general admission area unless otherwise instructed at a drivers meeting.

5.4

5.5 Technical Inspection

A.) Technical Inspection will be held at an area designated by the Technical Inspectors, and all cars must sign in and pass through Technical Inspection before going out onto the track. No Exceptions. Failure to follow this procedure may result in forfeiture of Qualifying Time. When the car is presented for Technical Inspection the hood must be removed.

B.) All race cars must pass through Technical Inspection before Driver's Meeting. ALL race cars must pass Technical Inspection before a Technical Sticker is issued.

C.) Any changes or alterations required must be completed, and the race car returned to Technical Inspection before Hot Laps - No sticker means No Hot Laps - No exceptions

D.) After a race car has passed Technical Inspection, and sticker has been issued, No alterations may be made to the race car - any changes to spoiler height, deck height, quarter panels, doors or any other part of body will result in loss of Qualifying Time or loss of position in either Heat Races or Last Chance Races.

E.) Spot-checks can be made by the Technical Inspector at any time, and penalties will be applied to cars found illegal after Tech stickers have been issued. If a car is found illegal before and/or after qualifying, the Driver will lose his time and start at the rear of a Heat race. If a car is found illegal at the start of a Heat race, the Driver will lose his spot and have to start at the rear of a Last Chance race. All race cars are subject to be inspected by the Lucas Oil MLRA Series Technical Director at any time during the event

F.) Any race car found to be illegal, as a result of changes, on the Starting Grid for the Main Feature or a Last Chance race, will be changed back to legal and start from the rear - changes may not be made on the grid, car must return to the pits. Failure to follow this procedure will result in immediate disqualification, and the grid being filled with the next alternate. Please Note: If a driver decides that changes need to be made to his car (such as changing tires) once it has been put into position on the starting grid for the feature, he may not leave the grid to make changes until the field has been sent off on the warm-up lap. It is the Driver's responsibility to return before the one-to-go signal has been given in

order to retain his starting position, or start from the rear. No Exceptions.

G.) Rear car cover is allowed. It must remain on the rear of the car, and must be fastened to the rear T-bar and cannot exceed outside of the rear quarter panels. The cover must be removed prior to leaving pit stall. No covers of any kind under the car or covering wheel openings. Each team will receive one (1) verbal warning for the 2018 season. A second infraction will result in a loss of hot laps, a loss of qualifying lap, or placement to the tail of your next scheduled event, depending upon when said second infraction occurs.

5.6 Drivers Meetings

A.) It is the responsibility of ALL drivers to attend the drivers meeting. In most circumstances, the drivers meeting will be held prior to hot laps at the Lucas Oil MLRA Series Official Trailer.

B.) Any rule, format or schedule changes will be discussed at the drivers meeting.

C.) ALL DRIVERS will be responsible for information discussed at the drivers meeting. The drivers meeting is not a social gathering. Driver and/or team representative attendance and attention are mandatory.

D.) Failure to attend a drivers meeting will result in that driver starting the tail of his respective Heat Race.

5.7 Hot Laps

A.) All Drivers will be allowed one (1) Hot Lap Session per day - either 1-day Show or 2-day Show. Hot Laps will be conducted in Groups (minimum 10 cars) in order, as per the Draw. Drivers/Teams are responsible for knowing what Group the Driver/Team is in. Lineups will be posted at the Lucas Oil MLRA Series Official Trailer in the pits. Drivers must Hot Lap in their assigned Groups. If a Driver does not make it to the staging area in time for his assigned session, that driver will not be allowed to Hot Lap. No Exceptions.

5.8 Qualifying

A.) **Passing points**- will be used at **all** events except when Track Promotor specifically ask for Time Trials. Drivers must draw at the Lucas Oil MLRA Trailer before hotlaps start. Drivers must run the heat that they drew in. **TimeTrials**- Drivers must qualify in the order that they drew. If the driver misses their time trial qualification spot for whatever reason, the driver will only receive one (1) qualification lap at the end of the time trial line. If the driver uses this option the driver can not start better than the transfer spots in a heat race.

B.) **Time Trials**-If 4 cars are transferring, the highest starting position will be 5th.

C.) **Passing Points**- It is the drivers/teams responsibility to be in their designated area on time. **Time Trials**-It is the drivers/teams responsibility to be in their qualifying spot on time, in most instances, qualifications will be immediately after hot laps. If you are one of the drivers/teams that draw an early number, you need to be ready to be in line first. Be ready to be in line as soon as the last hot lap group finishes on the track.

D.) **Passing Points**- In most cases we will use (Top 16 in total passing points transfer directly into the A Main.) **Time Trials**-Group Qualifying format will be used when we run 4 heats or more.

E.) **Time Trials**-Cars will qualify two (2) laps back to back. Once the green flag is given to the driver to start the qualification run, there will be no wave offs. Drivers exiting the track for whatever reason will not be allowed to return to qualify.

F.) Cars will either be weighed before or after qualifying, depending on the layout of the current racetrack, and will be determined by the Series Officials. All cars that are judged to weigh light crossing the scales after qualifying will lose their Qualifying Time and will start at the rear of a heat race. If there is more than

one car that has been judged light, those Drivers will be lined up at the rear of the heat races by the Qualifying Order.

G.) Remember that all cars must cross the scales at their sticker weight during Qualifying. There is no burn-off allowance for Qualifying.

5.9 Race Format

A.) Passing Points will determine the A-main/B-main line ups. Drivers HAVE TO ATTEMPT either a Heat Race or Last Chance race to transfer to A-Main. All Heats will be 10 laps in length unless otherwise notified in the drivers meeting.

Time Trials/Qualifying will determine the lineups for Heat Races. All Drivers must run a Heat Race or Last Chance Race in order to transfer to the A-main. Heats will be ten (10) laps unless otherwise notified in the drivers meeting for events paying \$20,000 to win or more. In the event of Heat Race inversions, the race director will announce the inversions at the drivers meeting. The number of transfers and Heats will depend on the number of entrants and will be announced at the drivers meeting.

B.) The number of Heats to be run will be determined solely by the Series Director, and will depend on the number of cars present, track conditions and the Race Track concerned.

C.) Top (14 or 16) in total passing points will go directly to the A main. All other drivers will be lined up in order from heat racing passing points for the B-mains. If more that 16 cars are present for the B mains, they will be split into 2 B mains

Time Trials-Depending upon the number of heats, either the First 3 (three) from six heats, or, 4 (four) finishers from four heats, will transfer to the Main Feature. All other Drivers, in order of Heat Finish, will go through to either one or two Last Chance Features. If more than 16 (sixteen) cars are present for the Last Chance Feature, they will be split into 2 (two) Last Chance Features in the following manner:

D.) **Time Trials**-If Four Heats are run, positions 5 through 16 in Heats One and Two will go to Last Chance Feature One, and positions 5 through 16 in Heats Three and Four will go to Last Chance Feature Two. If Six Heats are run, the split will be Heats One, Two & Three to Last Chance Feature One and Heats Four, Five & Six to Last Chance Feature Two. The Top Finishers from the 2 Last Chance Features will complete the Main Feature Grid on a side-by-side basis. A maximum of 24 or 26 Cars will start the Main Feature, depending on Promoter/Track (see Promoter's Options).

E.) Last Chance Features will be twelve (12) laps unless otherwise notified in the drivers meeting for events paying \$20,000 to win or more.

5.10 Heat Race & Consi Assignments

A.) No car will be allowed to change Heat Race or B-main Race Assignments. If it is deemed by the series officials to be a rare and or uncontrollable circumstance, the series reserves the right to allow someone to change their assignment but will start from the rear. Only in rare circumstances will this be allowed by the series director -be warned.

5.11 Pre-Race Staging

A.) Any driver that arrives late to a staging area, either in the pits, or on the track, may be required to start that event from the rear of the field. That shall include but not be limited to: Time Trials, Heats, B-Mains, Drivers Introductions & A-Main.

B.) A brief tech inspection can occur before each event. It is the driver's responsibility to be in line early enough to pass through this technical inspection prior to Time Trials, Heats, B-Mains & the A-Main. If the driver is not in line early enough to pass through tech, this will result in starting the rear of the field or missing that event

5.12 Ten-Minute Call

A.) A ten-minute call will be given prior to each A-Main. It can and may be started during any on track race prior to but not limited to the A-Main. If the ten-minute call begins and a driver misses the ten-minute call, that driver could be forced to start the tail of the given event or race. A grace period can and will be

awarded to the B-Main cars. Heat transferring cars must be on-time.

5.13 Race Procedures and Rules

5.13.1 Flagging Procedures

A.) Standard flagging procedures will be used for each Event. If, for any reason, the Race is run one lap short or long, the Race is officially over when the Checkered Flag falls. After an on-track incident, the car or cars that come to a stop on the racetrack that were involved in the incident will be those that are sent to the rear before the restart. Any cars that stop or spin out to avoid running into an incident will be allowed to keep their position in the line.

5.13.2 Starts

A.) All original starts will be double file and start at the start cone and/or chalk line placed midway between turn four and the starter's stand. Front Row should approach the start cone at a moderate pace, keeping nose pieces as even as possible. Once the front row reaches the start cone they may accelerate and the race will be underway. Any driver jumping the original start will be warned for the first offense, second offense - the driver will be moved back a row.

B.) If any driver is penalized to the rear of the field before one (1) complete lap is scored, the remainder of the field should move straight up for double file start. No crossover of the field for re-line ups, unless there are 3 or more cars missing from a row, then field will be crossed.

5.13.2.1 Brake Checking

A.) Brake checking on a start or restart will not be tolerated. If you change your pace coming to the green flag on a start or restart and cause damage to another car, you will be subject to being disqualified from that race with no warning.

5.13.2.2 Cautions On First Lap

A.) Once the green flag drops, the race is officially underway. On the original start and before one (1) complete lap is scored, if only one car is involved in a caution and stops on the track, that car will restart from the tail. If more than one (1) car is involved in a caution before one (1) lap is scored, all cars involved in the caution that came to a stop will receive their original starting positions, provided there are no penalties to be assessed.

5.13.3 Caution Procedures After First Lap

A.) In the event of a Caution, the car, or cars, involved in the incident that comes to a stop on the race track, will be sent to the rear. All cars that are indirectly involved in the accident (spinning or stopping to avoid the wreck) will be given their position back.

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

C.) In the event of a Caution, all lapped cars will line up for the restart at the rear of the field by position on the racetrack, and according to the previously completed lap.

D.) In the event of a Caution, since there will be no racing back to the Yellow Flag, the Field will line up for restarts in the order of the last completed Green Flag lap. In order to retain position, a car must have been in position for one scored Green Flag lap.

E.) Laps will count when the Leader plus three (3) cars cross the finish line.

F.) Any Driver that spins or stops and is charged with a caution, for the reason of being lapped, or, is about to be lapped by the leader, and brings out the Caution may be scored one lap down from that point onwards in the race. You can be notified by RaceCeiver, Official or both.

G.) Any Driver, or any member of any Team who works on the car, during a Caution or Red Flag, while

the Car is still on the Track will be judged to have made a Pit Stop, and will be sent to the rear. Only Track or Series Officials may work on cars on the Track, and if the Officials are unable to fix a problem, they may send the car to the Pits. This Rule also applies in the event of an accident. Do not get out of your car unless you are prepared to resume the Race at the rear of the Field.

H.) A-Main pit stops ONLY during SPEEDWEEKS and/or Special events in 2018 as announced in the drivers meeting.

I.) We reserve the right to amend this procedure during the regular season. During the regular season events we will revert back to pitting during the HEATS, B-Mains and A-Main.

J.) All cars pitting under caution in the Heat, B-Main or A-Main will be allowed to re-enter the race and will be scored as long as they make the one to go or restart signal. All cars that miss the one to go or restart signal will WAIT until the next caution to re-enter the race. NO cars will be allowed any re-entering of the race once the entire field has gone by flag stand after a restart. We reserve the right to amend this policy as needed or dictated by the layout of a given racetrack.

K.) All drivers making a green flag pit stop during the Heat, B-Main or A-Main will NOT be allowed to re-enter the event until the next caution. Drivers will get two (2) courtesy laps to change a flat tire. The courtesy laps begin to count when the official starter indicates that the field is safe and all cars are out of danger. Drivers will re-join the event at the tail of the lap they are scored as long as they make the one to go signal restart.

L.) Designated Pit Area will be announced at the drivers meeting. At tracks where the layout allows for a distinguished Hot & Cold pit area, cars entering the Cold pit area during an event will not be allowed to re-enter the track unless they return before the one to go. There will be NO courtesy laps awarded in the cold pit area. Hot Pit area will be announced at the drivers meeting.

M.) Once a caution is thrown, cars must slow down. The field will be put into correct running order in a single-file line. ALL cars one (1) lap or more down to the leader will be placed at the rear of the single-file line. Once the correct running order is established the field will be placed in Double-File Restart order. Leader of the race will be placed alone in front of the field. Second place car must signal to pre-designated on-track official, choice of either inside or outside. Rest of field will line up double-file.

i.) EXAMPLE #1: Second place driver chooses inside. Third place driver goes outside of second place, fourth place driver goes inside, fifth place driver goes outside of fourth place driver, etc. etc.

ii.)EXAMPLE #2: Second place driver chooses outside. Third place driver goes inside of second place driver, fourth place driver goes outside, fifth place driver goes inside of fourth place driver, etc., etc. Once field is properly aligned, you will be given the one to go signal.

N.) Any driver that stops on the track in order to cause a caution WITHOUT CAUSE is subject to being black-flagged from that event. Causing a caution for the avoidance of being lapped, to gain a restart, or any other reason not related to a mechanical difficulty will be considered WITHOUT CAUSE.

5.13.3.1 Lucky Dog Award

In only the feature event, at each caution flag one car will be given back a lap to the field. The highest running lapped car that is not involved in the caution period will be given one lap. In order to receive the lucky dog award the driver and race car must remain on the track. Drivers and race cars must not pit under the yellow to be eligible. The lucky dog race car may pit during the next yellow after the race has attempted to restart. A car will only receive a maximum of one lap per race. In the event that the highest running lapped car has already received the credit the next highest running lapped car that is not involved in the caution will receive the credited lap.

5.13.3.2 Red Flag Procedures

Under red flag conditions, all race cars must come to a complete stop on the race track. Unless

directed to by the Race Director or series official, any driver that moves his race car under red flag conditions will be black-flagged and sent to the pits when track conditions safely allow movement of race cars on the track and will not allowed back on the track and no longer scored for the remainder of the race.

5.13.4 Restarts

A.) Double-File Restarts will be implemented in the A-Main of Lucas Oil MLRA Series events.

B.) All restarts must be nose to tail and start at the start cone placed between turn four and the starter's stand. Leader may accelerate exiting turn four at a moderate pace approaching the start cone. If leader accelerates early, defined as accelerating anywhere other than the exit of turn four, the leader will be warned for first offense – second offense they will be moved back a row. Drivers, other than the leader, may not pass until they have passed the start cone. Doing so will be considered a jump-start and result in positions being docked by however many cars you pass plus two (2) at the next caution period or at the end of the race. Any driver (including lead car) passing to the inside of the start cone or hitting the start cone will be penalized one spot at the next caution or at the end of the race.

5.13.5 Racing Off-Track

A.) A driver racing off the racetrack to gain a position may be black flagged and scored last.

5.13.6 Spin Rule

A.) Any driver that is involved in two (2) single car incidents resulting in a caution will be black flagged from that event and sent to the pits.

5.13.7 Penalties

A.) Please note: There is a distinct difference between being given the Black Flag and being Disqualified.

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

C.) Disqualification/Disqualified - means that you will not be allowed to take any further part in the competition from that point on within a given event. No Points or Prize Money will be awarded in the event of a Disqualification whenever it occurs during a particular event.

5.13.8 On Track Penalties

A.) No changing tires on the grid and no changing tires in the pits once the grid is released for an initial start.

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

C.) Under Green Flag or Caution Flag conditions, the Lucas Oil MLRA Series Director reserves the right to invoke penalties or suspensions of any Driver whose actions are deemed to be overly aggressive, or fall into the category of "rough driving." Drivers will be notified of any penalties that have been levied by the Series Director. All decisions shall be final.

**Note: This rule is not intended to eliminate competition or accidental contact; however, it is intended that deliberate contact and/or over-driving, will be penalized.*

D.) Any physical confrontation, either on the Race Track or in the Pits, will result in the Aggressor or Aggressors being suspended for the next three events or payment of a \$1,500 fine PLUS the loss of 300 points. A second offense will result in suspension for the rest of the Season.

**Note: Any Driver who enters another Driver's Pit area will be deemed the Aggressor. Away from the driver's Pit area, both drivers will be considered Aggressors. Drivers should be aware that they will be held responsible for any members of their Race Team, and the above Penalties will apply even if the*

driver concerned is not directly involved.

E.) Any incidents that occur during the last THREE Championship Events of the Season could result in Penalties being applied at the beginning of the following Season.

F.) Any incidents that are judged to be "Deliberate Acts of Aggression", whether on or off the Track, under Green or Caution, will result in Disqualification.

G.) The Lucas Oil MLRA Series Officials reserve the right to increase the above Penalties, depending on the severity of the incident.

**Note: Any car that deliberately causes a Caution, in the judgment of the Series Official or other Officials, after the Pace Laps have been started, OR under Green Flag conditions, OR as the Race is about to go back to Green WILL BE SCORED ONE LAP DOWN. THE ONLY EXCEPTION TO THIS Rule will be made in the event of a flat tire. At all Events, a minimum of two courtesy laps will be given for a flat tire. If a Car is Black-flagged, it will not be scored from that point on. Failure to leave the Track after being Black-flagged may result in Disqualification.*

5.13.9 Time

A.) ALL DRIVERS PLEASE NOTE: All Events will be conducted according to schedule in a timely manner. Main Features will be started by 10:00 p.m. whenever possible. Schedules will be posted in the Pits, as will Lineups and Qualifying Orders. It is your responsibility to adjust your workload accordingly and be ready when called.

B.) As a general rule, from the end of a previous event on the track, you will have a maximum of 10 minutes to be in position, either on the Grid or in the staging area, for your scheduled event. During Heat Races, you must be in the staging area before the end of the previous Heat. At Feature time, Driver Introductions will begin at the end of the 10-minute call time period - if you are not in position by the required time during the program you will start from the rear.

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

5.13.10 Weigh-In

A.) All Cars will weigh in at the Scales immediately before, or following, their qualifying Laps, as per the Weight Rule, and as per Track layout. The transferring cars must weigh in immediately following their Heat Races, and Last Chance Races. If only one Last Chance Feature is run, ALL transferring cars must weigh in.

B.) Following the Main Feature, ALL Cars that finish the race must cross the scales and weigh in correctly. This includes the Winner, who must weigh prior to any Winner's Interview or Presentation held on the front straight.

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

C.) Any Car that is light at the Scales after qualifying/Time Trials will lose its time and start from the rear of a heat.

D.) Any car that is light at the Scales following a Heat race, Last Chance race or Feature will be relegated to last place for that race.

5.13 Practice Sessions

A.) No practice sessions (testing) is permitted within seven (7) days (not including series organized practice nights at an event) prior to a series event at any venue.

B.) No data systems or harnesses are permitted at series organized practice sessions.

6.0 Provisional and Alternate Starting Positions

6.1 Provisional Starters

A.) A maximum of two (2) Provisional Starters will be allowed in any Main Feature. Provisional Starters will be the two (2) Highest Points Scorers from the Points Standings who are in good standing with attendance throughout the 2018 season and not qualified for the A-Main.

B.) Any driver can use up to (3) provisionals consecutively.

C.) All Drivers will begin the 2018 Season with eight (8) Provisionals for the Season. A driver will earn one (1) additional Provisional Start after every eight (8) attended races.

D.) For the first 5 Points Events of the 2018 Season, the Provisional Starters will be determined from the final 2017 Points standings, provided the driver has perfect attendance in 2018.

E.) Car Owners who owned a race car with perfect attendance during the 2017 season and have replaced the driver for the 2018 season will be eligible for provisional starting spots during the 2018 season.

i.) For the first two (2) Points Events of the 2018 Season, the Provisional Starters will be determined from the final 2017 Points standings, provided the driver has perfect attendance in 2018. After all eligible drivers have qualified for a starting position in the feature, the highest finishing car owner from the 2017 season, who replaced his driver for the 2018 season will be eligible to take the next available provisional.

ii.) Car owner provisionals will only apply for the first two (2) Points Events of the 2018 season.

F.) The series will revert back to a fast time provisional starter after the perfect attendance drivers and/or car owners have qualified for the feature.

6.2 Emergency Provisional Starters

A.) A maximum of two (2) Emergency Provisional Starters will be allowed in any Main Feature starting after the qualified field. Emergency Provisional Starter will be the Highest Points Scorer from the Points Standings who are in good standing with attendance throughout the 2018 season and not qualified for the A-Main.

B.) Once a Perfect Attendance driver has used his (2) Emergency Provisionals he can be granted additional provisionals as long as all other Perfect Attendance Drivers are in the field. If a driver chooses to use an Emergency Provisional he/she will receive points for the feature finish but will only be awarded payoff for the difference of start money and their feature finish.

6.3 Promoter's Option

A.) At selected racetracks, at the discretion of the Series Director, the Promoter may have the option to start two (2) extra Drivers at the tail of the Field. If this option is exercised, any Driver who is allowed to start as a Promoter's Option will not earn Points towards the National Championship, apart from those points earned up to the start of the Feature.

6.4 Alternates

A.) Any Driver in the Feature, who is unable to start, will lose his position to an Alternate. Alternate Drivers will be notified of their positions, and if you are not ready to go, it is fairly certain that the Alternates will be. Once an Alternate has been called forward to take your position, you may not reclaim that position.

B.) No Alternates will be allowed to start after the field has pulled away from the starting grid. In the event that a Driver is unable to take up his assigned Grid Position, the following cars will be moved forward to fill that position. The grid will not be crossed and re-aligned. Alternates will join on at the back of the field, and not in the empty positions.

7.0 Changes / Substitutions

7.1 Changing Cars

A.) At the discretion of the Series Director, Drivers may change cars at any time between Qualifying and the start of the Main Feature. However, any change will result in the Driver starting in the rear of his Heat race, Last Chance race or Feature. If a Driver chooses to change cars after Hot Laps, that Driver will remain in his drawn position for Qualifying. Drivers and Teams should remember that once the Series Officials have been notified of a car change, the car being withdrawn should not re-enter the Event for any reason.

B.) It is the Driver's responsibility to notify the Series Director of any desired change so that Prize Money and/or Points may be awarded correctly.

C.) At all races, once the Feature Race has pulled away from the starting grid, no car changes will be permitted.

D.) It should be noted that certain procedural changes might have to be implemented during the Season. Any changes will only be made with the Drivers, Teams, Promoters and Fans best interests in mind. Example: In case of an Event being rescheduled at a later date.

8.0 Points Breakdown

8.1 Earning Points

A.) Every driver receives 25 "Participant Points", as long as they pay an entry fee and compete in (at least) time trials, heat race, or a b-main event.

B.) Overall Fast Qualifier will receive 10 points for setting fast time. (Timed in events only)

C.) Heat Race Points will be awarded as follows: 1st-10pts. 2nd-8pts. 3rd-6pts. 4th-4pts. 5th-2pts.

D.) To receive B-main points, driver must start B-main event.(All Non-transfer B-Main drivers receive 15 points.)

F.) Promoter's Option does not receive A-main points and will be awarded B-main points based on B-main finish.

G.) A-main Points will be awarded as follows:

1st	70	13th	46
2nd	68	14th	44
3rd	66	15th	42
4th	64	16th	40
5th	62	17th	38
6th	60	18th	36

7th	58	19th	34
8th	56	20th	32
9th	54	21st	30
10th	52	22nd	28
11th	50	23rd	26
12th	48	24th	24

Hardship Points

A.) Hardship Points (25 POINTS) can be earned and continues a driver's perfect attendance in the event of a Hardship. The Hardship Points are only available for those drivers with perfect attendance. The peers of the driver who have perfect attendance by a closed vote award Hardship Points. The series will not vote unless a tie breaker is needed. This will be handled by the series contacting the perfect attendance drivers to vote on the Hardship. If a driver races at an event during this hardship event the driver will forfeit all hardship points. If a driver who receives Hardship Points decides to drop from the series he will forfeit his hardship points.

9.0 Purse Monies

9.1 Collection of Monies

A.) Under no circumstances will Lucas Oil MLRA Series officials collect any Prize Monies on behalf of Drivers or Teams. If you have won money it is your responsibility to collect or make arrangements with the Promoter - it is not the responsibility of the series officials, and Prize Money will not be collected, credited or otherwise accounted for by any Series Official before, during, or after an event.

10.0 Rain Outs

10.1 Postponements

A.) Should an event be postponed until a later date due to inclement weather, all events that have been completed shall stand good upon returning to the rescheduled event. Any Driver not present on the previous date may compete upon payment of Entry Fee. Drivers entering an Event in this way will be tagged on to the rear of events that are left to be completed, by the way they sign in.

10.2 Cancellations

A.) All scheduled events that are rained out, or otherwise canceled due to circumstances outside the control of Lucas Oil MLRA Series Officials and Track Officials will be re-scheduled if at all possible. Drivers and crew members MUST retain Armbands, or any other Pit-Admission ticket to be re-admitted to a re-scheduled event. Tracks are not required to refund Pit Admission, UNLESS the event is NOT rescheduled.

B.) Entry Fees paid to Lucas Oil MLRA Series Officials will be applied to the re-scheduled event and will only be refunded if NO other events remain on the schedule.

10.3 Rain Delays

A.) RAIN DELAYS – In a rain delay situation, Lucas Oil MLRA Series Officials reserve the right to amend the racing format in the interest of time restraints and/or scheduling conflicts. The format change will be made with the FANS & RACE TEAMS best interest in mind, and changes will only be made if an event is in jeopardy of being lost due to re-scheduling availability, a time curfew or inclement weather. Under

these circumstances the amount of laps for Time Trials, Heat Races and Main events may be shortened.

B.) The A-Main must reach the halfway point before an event will be considered a complete event. In the event weather should affect the A-main before the half-way point, the event will be restarted at the point and in the running order it was in before being delayed by the weather situation.

C.) If the event can not be restarted and must be rescheduled for a later date other than the next day, the races will be restarted from the previous portion of the event. Example: If qualifying is not complete then qualifying will restart from the 1st pill draw position. Heats and or B-mains will be restarted from the beginning of a given Heat or B-Main as long as it is over half-way complete. Provisional will be awarded to with the current rescheduled date standings.

11.0 Autograph Sessions

11.1 Attendance Policy

A.) At all events during the 2018 season, there will be autograph sessions in the vendor area. The time for the autograph session will be announced. Regardless of their starting position for that day's event, it is mandatory that all drivers in the Top Ten in points attend. Failure to comply with this request will result in the forfeiture of half in Winners Circle money.

B.) It is not the intention of this Series to deter drivers from their work. This rule is intended to provide a service to the Promoters and Fans who make our sport possible.

12.0 Late Model Rules

12.1 Bodies

A.) Nose piece and roof must match body style of car.

B.) All cars must have a minimum of one half inch (1/2") and a maximum of two (2") inches of roll at top of fenders, doors, and quarter panels. A sharp edge or angle will not be permitted. Body roll must go from sides over interior, not interior over sides.

C.) Floorboards and firewall must cover the driver's area and be constructed to provide maximum safety.

D.) Driver's seat must remain on the left side of the drive line.

E.) Front window bars are mandatory.

F.) Legible numbers, at least eighteen inches (18") high are required on each side of the car and roof.

G.) No fins or raised lips of any kind are permitted anywhere along the entire length of the car.

H.) **Right side body line must be straight from front to rear with a one inch (1") tolerance up and down, left and right.**

I.) No "slope noses" or "wedge cars" permitted. Noses must be stock appearing, subject to Series template.

J.) No "belly pans" or any type of enclosure on bottom of cars will be permitted. Skid plate to protect oil pan is permitted.

K.) No wings or tunnels of any kind are permitted underneath the body or chassis of the car. A maximum of one (1) stone deflector, for rear mounted oil pumps, oil filters, and for the main oil tank will be permitted. The deflector may be made of steel, aluminum, carbon fiber, or heavy gauge wire. Can run from rear of motor mount to in front of the four bar brackets not to cover bracket. Not to be above the top

frame rail. Not to exceed below the bottom frame rail.

L.) All body panels must be solid. No holes, slots, or air gaps are permitted. NACA ducts or NACA style ducts are not permitted. One hole for interior (deck) mounted oil cooler is permitted.

M.) All non-approved bodies or any section/s of the body can or will be assessed a fifty pound (50#) minimum weight penalty at the discretion of the Technical Director.

N.) No panels of any kind under the rear deck running from the front to the rear of the car. Bracing from fuel cell top from front to rear is legal.

O.) Any air cleaner scoops used must be positioned in front of or around the air cleaner and can not exceed one (1") inch in height above any part of the air cleaner. The scoop can not be designed with fins or raised edges to direct airflow. The scoop can not extend behind the rear of the air cleaner and must have a maximum width of seventeen inches (17") at the rear, with a maximum of ten inches (10") width at the front and can not have more than one inch (1") opening in height at the front.

P.) No cockpit or driver adjustable shocks, hydraulic or pneumatic weight jacks, trackers, MSD boxes or similar adjustable components of any kind are permitted inside the cockpit of the car. Taping over of any adjuster is not permitted. The offending component must be removed from the cockpit.

12.2 Stock Nose Pieces

A.) The Lucas Oil MLRA Series Technical Inspector must approve all stock nose pieces.

B.) Nose pieces must be made of molded type material.

C.) Two (2) piece noses must be fastened together in the center. No spacers to gain width or **cutting to narrow overall width** of the nose are permitted.

D.) **The nose must be mounted flat where filler panel and nose piece meet.** Nose piece may not be altered from it's original shape. Nose piece will be checked with a template. Nose will be pushed against mounting supports to gauge its profile against template.

E.) Adding to the bottom of the OEM valance to achieve lower ground clearance is not permitted.

F.) A stock nose piece can extend a maximum of fifty-two inches (52") from the center of the front hub to the farthest point extending forward. (1" Tolerance)

G.) Front fender flairs must be made of plastic and can not alter the original shape of the nose piece. The front fender flairs can not extend beyond the front tire more than one inch (1") in width with wheels pointed straight.

H.) Front fender flairs must have collapsible support.

I.) Front fender flairs can extend a maximum of three inches (3") above the fender tops and hood.

J.) Front fender flairs can extend a maximum of four inches (4") above where the filler panel meets the hood.

K.) The nose piece must have a headlight decal package attached. One warning will be permitted and then the car must run contrasting color tape in the shape of a headlight.

L.) Holes for cooling purposes must be in the center area (in front of the radiator) of the nose and/or valance.

12.3 Roof and Roof Supports

A.) The roof length size must be a minimum of forty-four inches (44") to a maximum of fifty-four inches

(54").

B.) The roof width size must be a minimum of forty-eight inches (48") to a maximum of fifty-two inches (52").

C.) Roof must be stock appearing and mounted directly to roll cage with no spacers.

D.) Roof height must be between forty-five inches (45") and forty-eight inches (48") from the ground.

E.) A maximum one and one half inch (1.5") roll, turned downward, is permitted along the front edge of the roof. A maximum one-inch (1") **ninety-degree (90°) bend** is permitted along the rear edge of the roof. (Roll permitted to help strengthen roof).

F.) A maximum one and one half inch (1.5") roll, turned downward, is permitted along the front edge of the roof. A maximum one-inch (1") roll turned downward is permitted along the rear edge of the roof. (Roll permitted to help strengthen roof).

G.) No odd shaped roofs permitted.

H.) All roof side (sail) panels must extend to the edge of the body. Maximum (no tolerance) right side sail panel size – seventeen inches (17") at the top and forty-three inches (43") at the bottom. Maximum (no tolerance) left side sail panel size – seventeen inches (17") at the top and forty-three inches (43") at the bottom and minimum fifteen inches (15") at the top and forty inches (40") at the bottom. The window area may be covered with clear Lexan or transparent material. Both roof support openings must be covered or both must be left open, if left open the openings must maintain a border frame of 2-3" at the top and sides and 3" at the bottom. Decals will be permitted but must meet the dimensions in the drawing and must be approved by the Technical Inspector. Maximum two-inch (2") radius (No Breaks) in either direction in rear roof side panels is permitted.

I.) Sail Panel Windows Openings must be a border frame of 2-3" at the top and sides and 3" at the bottom with no tolerance +/-0"

J.) Front posts must be flat and in uniform width from top to bottom – four inch (4") maximum width. **Left and right sides must match in size.**

K.) Front posts must be flat and in uniform width from top to bottom – four inch (4") maximum width.

L.) Any sun shields, four inch (4") maximum, must be able to hinge for easy exiting of car.

12.4 Front Fenders and Hood

A.) **Hood can drop one inch (1") with a one inch (1") tolerance measured at the back edge of the hood and in front of the carburetor from left to right side of car. Fenders must taper from outer edge to hood in a straight line. Fender material must be flat with no bubble. Fender top must have ten inch (10") minimum width.**

B.) Fenders are not permitted to gain height from rear to front of car. Will check with a string from the top of the quarter panel at the spoiler to the top of the highest point of the fender. Must be flat (1" tolerance)

C.) No part of fender or hood can be outside of the body line.

D.) The front fender can be a maximum of thirty-six inches (36") in height with a one inch (1") tolerance. Height is measured vertically from the ground to the top of the fender behind the front tires.

12.5 Doors

- A.) Door to door can not exceed seventy-seven inches (76") in width at the top of the doors. (1" tolerance)
- B.) Door to door can not exceed **eighty-nine inches (89")** in width at the bottom in the center of the car.
- C.) At no point can the door sides break in towards the center of the car between the top and bottom. **One inch (1") tolerance including plastic.**
- D.) The minimum ground clearance permitted is three inches (3").

12.6 Quarter Panels

- A.) **Quater panel can be a maximum of forty-nine inches (49") from center of rear hub to rear edge measured horizontally. Quater panel can be a maximum of fifty-four inches (54") from center of hub to rear t-bar at spoiler.**
- B.) Tire clearance from body must be a minimum of two inches (2"). No wheel skirts permitted.
- C.) At no point can quarter panel sides break in towards center of the car between the top and bottom. **One inch (1") tolerance including plastic.**
- D.) **Right side quarter panel must be straight in line with the door. Will check with a string from the top of the quarter panel at the spoiler to the top of the highest point of the fender. Must be straight with a one inch (1") tolerance.**
- E.) Left rear quarter panels must extend downward from the deck a minimum of thirty-three inches (33") and a maximum of thirty-six inches (36") including the plastic. Measured at the front and rear of the quarter panel. Right rear quarter panels must extend downward from the deck a minimum of twenty-seven inches (27") without the plastic and thirty-one inches (31") with plastic. Measured at the front and rear of the quarter panel. One inch (1") tolerance.

12.6.1 Deck Height

- A.) The maximum height from the ground to the top of the rear deck at the top of the rear quarter panels (spoiler hinged bottom) is thirty-eight inches (38"). One inch (1") tolerance.
- B.) Deck height will be measured with the nosepiece splitter at a maximum height of fifteen inches (15") with no tolerance from the ground to the top (highest point) of the splitter. Effective Date: April 1, 2018**

12.7 Frames

- A.) No aluminum frames or bumpers permitted in construction of car.
- B.) Minimum 103" - Maximum 105" wheelbase.
- C.) Rectangle or Square Tubing:
 - i.) The frame of all cars must be constructed of two inch (2") by two-inch (2") minimum rectangular or square tubing with a minimum of eight inch (8") circumference and a minimum of eighty-three thousandths inch (.083") wall thickness.
- D.) Round Tube Frame:
 - i.) The frame of all cars must be constructed of a minimum of one and three-quarter inch (1¾") round tubing and must have a wall thickness of eighty-three thousandths inch (.083") wall thickness minimum.
- E.) If rear bumper is stubbed, it may only extend a maximum of eight inches (8") beyond frame. Any stubbed rear bumpers that extend eight inches (8") or more beyond frame must be rounded and directed towards the front of the car.

- F.) It is recommended that all cars be equipped with a tow hook or strap.
- G.) All battery supports must be braced in two axis - two horizontal and one vertical.
- H.) All frame and chassis components must be welded or bolted together. No sleeves, slip couplings. etc.

12.8 Roll Cages

- A.) Cars must have a suitable steel roll cage in driver's compartment.
- B.) Side roll bars are mandatory and must extend into the door panels.
- C.) A minimum of three (3) bars must be used on the left side of the car. Each bar must be a minimum of one and one-half inch (1½") in diameter with a minimum thickness of ninety-five thousandths inch (.095").
- D.) Roll cage must be welded to the frame.
- E.) Roll cage must be above the driver's helmet. 38" minimum between floor pan and the bottom of the roll cage
- F.) No "fin-shaped" or "foil-shaped" add-ons permitted on any part of the roll cage. The entire roll cage must be constructed of round tubing only.
- G.) Roll cage padding certified to SFI Spec 45.1 is required anywhere the driver's helmet may contact the roll cage while in the driving position.

12.8.1 12.8.1 Driver Side Intrusion Plate

A.) Driver side intrusion plate(s) will be mandatory for all perfect attendance drivers on **August 1st, 2018**. All other drivers will receive three (5) full weekends grace period before required compliance. Perfect attendance drivers with intrusion plates will receive a 50 point bonus at the first race after August 1st, 2018.

B.) A minimum ⅛ inch (.125") thick sixteen inch (16") x twenty-six inch (26") magnetic steel intrusion plate on the driver's side door bars is mandatory

C.) Approved installations:

- i. Direct Welded/Individual Plates
 - A. Individual plates between door bars are permitted but must be welded around the perimeter.
- ii. Welded Tabs/Bolt on Plates
 - A. Intrusion plate must be bolted to fabricated ⅛ inch (.125") magnetic steel tabs, welded securely to the chassis, using a minimum of eight (8) x ⅜ inch Allen button head bolts.
 - B. A minimum of three (3) fabricated ⅛ inch (.125") magnetic steel tabs and ⅜ inch Allen button head bolts required across top of the intrusion plate. A minimum of three (3) fabricated ⅛ inch (.125") magnetic steel tabs and ⅜ inch Allen button head bolts required across the bottom of the plate. One (1) fabricated ⅛ inch (.125") magnetic steel tabs and ⅜ inch Allen button head bolt in each in the middle front and middle rear of intrusion plate.
- iii. Door Bar Clamps/Bolt on Plate
 - A. Intrusion plate must be bolted to a minimum of six (6) approved-design door bar clamps using the included twelve (12) x half-inch (0.5") Allen button head bolts per the manufacturer's specification.

- B. A minimum of three (3) approved-design door bar clamps and the included six (6) x half-inch (0.5") Allen button head bolts required across top of the intrusion plate and three (3) approved-design door bar clamps and included six (6) x half-inch (0.5") Allen button head bolts required across bottom of intrusion plate
- C. Vendor and part number must be clearly labeled on clamps.
- D. Current approved bar clamps (as of June 6, 2017)
 - Allstar Performance – Part Number: ALL4198
 - Bicknell Racing Products – Part Number: BRP 9547
 - Wehr’s Machine & Racing Products – Part Number: WM397

12.9 Interiors

- A.) Interior is permitted to be dropped to the middle (**just behind the seat**) of the car a maximum of five inches (5") below the top of doors and a minimum of twelve inches (12") below the roll cage.
- B.) Interior must be fastened flush at the top of the door and quarter panels and must taper gradually towards the center of the car. **Maximum of seventy degree (70°) angle from the deck.**
- C.) Interior must run in a straight line from behind the driver’s seat to the rear spoiler.
- D.) Interior (deck) must run in a straight line (vertical and horizontal) across the back of car at the spoiler.
- E.) All interiors must be made of aluminum.
- F.) If interior is flat through the car, it must maintain a twelve-inch (12") clearance from roll cage for easy exiting from either side of the car.
- G.) **Cowl (driver protection) panels in front of the driver may have a maximum of three inches (3") in height. The cowl panel must taper to the deck or end in line with the steering wheel.**
- H.) If interior is dropped at firewall/back of hood, that portion of the firewall must be filled in **vertically with aluminum. Interior may be dropped a maximum of two inches (2") from the top of the hood.**

12.10 Spoiler

- A.) Rear spoiler must be manufactured of material of adequate strength, such as Lexan, Aluminum, or Carbon Fiber.
- B.) Rear spoiler material maximum eight-inch (8") height measured from deck to tip of material. Maximum seventy-two inch (72") **width between outer edges of spoiler sides.**
- C.) Rear spoiler is not permitted to be suspended above the deck to create a “wing effect.”
- D.) Rear spoiler must begin where quarter panels end. No extended decks permitted.
- E.) Maximum of three (3) rear spoiler supports. Option of two (2) additional one-inch (1") aluminum braces.
- F.) Spoiler supports can not be mounted wider than the top of the quarter panel.
- G.) Spoiler must be straight (vertical and horizontal) where it mounts to interior (deck) panels.

12.11 Engines

- A.) Engines must be based on a factory design and must be naturally aspirated. Aluminum or steel blocks permitted.

- B.) No fuel injection devices, electric fuel pumps, turbo chargers, or blowers permitted.
- C.) Magnetos are permitted. However, the engine must have an operating self-starter.
- D.) The engine may be set back a maximum of (25 1/2") from the center of ball joint to back of the block.
- E.) Carburetor is limited to one four barrel.
- F.) All engines are limited to one spark plug and two valves per cylinder.
- G.) No engines using coil packs are allowed. Engine must operate using a single distributor. No distributor-less engines allowed.
- H.) A harmonic balancer certified to SFI Spec 18.1 is required.
- I.) No overhead cam engines.

12.12 Fuel Systems

- A.) An approved fuel cell (32 gallon maximum) must be used at all times.
- B.) The only fuel cells that are approved are those that meet and/or exceed the FIA / FT3 or SFI 28.3 specifications.
- C.) Fuel cells must be used in accordance with the FIA / FT3 or SFI 28.3 specifications. Alterations of any kind will not be permitted. (Example: alterations to top plate, alterations or removal of foam, etc.)
- D.) Fuel valve plate, fuel pickup and fuel return fittings must be on the top of the fuel cell.
- E.) Fuel cells that are not contained within a welded steel tubing "rack" must have two (2) equally spaced steel straps that measure two (2) inches wide by 1/8 inch in thickness that completely surround the fuel cell. The straps must be bolted to the frame. Longitudinal (front to rear) orientation is recommended for strap mounting.
- F.) A firewall must be installed between the fuel tank and driver's compartment.
- G.) Gasoline or Alcohol only. Nitrous gases or other nitrate additives are not permitted
- H.) Willy's Carburetor roll over plate part # WCD4000 is approved for competition.
- I.) Fuel Cell Can must be sixty thousandths (.060) aluminum or twenty (20) gauge steel.
- J.) Caps must be threaded on. No twist on d-ring caps.
ATL Part #751 twist on cap is permitted.

12.13

- A.) One mechanical power steering pump permitted. Electronic steering components are not permitted.

12.13 Chassis

- A.) No titanium chassis or suspension components
- B.) No titanium fasteners

12.14 Transmission, Clutch, and Axle Housing (Rear End)

- A.) Any transmission with working reverse and working forward gears is permitted.
- B.) Manual transmission must be equipped with an operational clutch.
- C.) Automatic transmissions are permitted.

- D.) The transmission must be mounted to the rear of the engine and lead to one drive shaft.
- E.) No "live-axle" rear-ends are permitted.
- F.) No independent rear suspensions are permitted.
- G.) All axle housings using a cable to lock-in the rear-end must have the cable mounted outside the cockpit area and not in reach of the driver.
- H.) The axle housing must be of the "closed tube" design utilizing "full floating" magnetic steel axle shafts.
- I.) The center section of the axle housing must be manufactured of either aluminum or magnesium.
- J.) Axle tubes must be one (1) piece. Axle tubes must be manufactured of aluminum or magnetic mild steel. Axle tubes manufactured of exotic heavy materials (ex: tungsten) will not be permitted. The outside diameter of the axle tubes must not exceed three (3) inches. Axle tube internal inserts or external sleeves will not be permitted. The addition of any ballast weight to the axle housing will not be permitted.

12.15 Drive Shafts

- A.) All drive shafts must be a minimum of two inches (2") in diameter. All drive shafts must be painted silver or white.
- B.) Only one drive shaft is permitted.
- C.) The drive shaft must be protected with a secure drive shaft hoop or sling.

12.16 Tires

- A.) Lucas Oil MLRA Tire Rule:
 - i.) Each MLRA event will announce the tire rule for that particular event;
 - ii.) Only Hoosier WRS55, and/or LM40
 - iii.) **GO TO: www.mlrracing.com** under the rules for the most up to date tire rule.
- B.) Largest permitted tire is twenty-nine inches (29") by eleven inches (11") by fifteen inches (15").
- C.) Maximum circumference permitted is ninety-three inches (93").
- D.) Maximum cross section width permitted is sixteen and three-quarters inches (16 ¾").
- E.) During technical inspection the hoop must pass over the tires freely.
- F.) No tire softeners, no conditioners, no altering of tires with any natural or un-natural chemicals, no hazardous or un-hazardous components or chemicals which alter the factory set baseline-settings of a given tire.
- G.) All sidewall markings must visible at all times. No buffing or removing of the compound designations.

12.17 Tire Penalties and Infractions

- A.) Durometer
 - i.) 1st offense for the 2018 season: Fail durometer inspection for time trials and you can start tail end of an assigned heat race. Fail heat race durometer inspection and you can start tail end of an assigned b-main event. Fail B-main pre-race inspection and you will be finished for the night. Fail A-main

pre-race inspection you won't be permitted to start the A-Main.

ii.) 2nd offense for the 2018 season: \$1,500.00 Fine and 300 points plus any winnings that have accrued for the event, violator/s will assume all costs included in any testing procedures, no points and no winners circle money will be awarded for that event.

B.) Chemically Altered or Defaced Tires

i.) 1st offense for the 2018 season: \$10,000.00 Driver Fine / \$5,000.00 Crew Chief Fine, driver and Crew Chief Suspended indefinitely, no points, no winnings, no winners circle pay and the Driver and/or Crew Chief assume all costs of testing procedures.

12.18 Environmental Warning

A.) **Any driver or crew-member** found to be altering, by means of contaminating the racing surface or pit area or racing entrances and/or staging or technical inspection areas or **ANY** part of the event grounds or properties and nearby drive-ways will be **disqualified**. The local authorities and/or agencies may be notified and the violator(s) and their information may be turned over to these authorities at that time.

B.) **No race cars or vehicles** - including, but not limited to - **race trailers**, or **support vehicles**, or **trailers** - will be allowed to carry or conceal, in - marked, unmarked or using any form of mis-representation of jugs or bottles or carrying devices of any type (with concerns to chemicals), for the purpose of altering, conditioning or changing a tire's baseline-settings (from its original factory set baseline-settings), will be allowed in or around the/any Lucas Oil MLRA Event/s. All local authorities and applicable agencies may be called and the violators and their information will be turned over to these authorities at that time.

12.19 Wheels

A.) Only aluminum wheels will be permitted.

B.) Wheels must be mounted with lug nuts: no knock-off mounting devices are allowed.

C.) Maximum wheel width is fourteen inches (14").

D.) Maximum width outside of front tires is ninety inches (90").

E.) Maximum width outside of rear tires is eighty-eight inches (88").

F.) Only approved wheel discs will be permitted. Approved wheel discs are wheel discs that are fastened to the wheel using a minimum of three (3), 1/4 or 5/16 inch diameter magnetic steel hex head bolts. The use of wheel discs with any other type of fastener will not be permitted.

G.) Only aluminum wheel spacers will be permitted.

H.) The combined weight of the wheel, wheel hardware, wheel disc and fasteners, and tire must not exceed 40 pounds*. *The maximum combined weight in this rule is based upon current tire rules and may need to be adjusted in the event of an alternate tire.

I.) **Bleeder valves of any kind are not permitted.**

12.20 Brakes, Brake Components, Wheel Hub

A.) Must be equipped with sufficient four (4) wheel braking system.

B.) On track three wheel braking is allowed.

C.) Brake rotors must be manufactured of magnetic or stainless steel. No titanium or carbon fiber brake rotors are permitted.

- D.) Brake rotors must be used as produced by the brake rotor manufacturer.
- E.) Brake calipers must be manufactured of aluminum.
- F.) The brake caliper including brake caliper pistons must be used as produced by the brake caliper manufacturer.
- G.) Wheel hubs must be manufactured of aluminum or magnesium.
- H.) Wheel hubs must be used as produced by the wheel hub manufacturer.
- I.) The combined weight of the wheel hub, wheel bearings and seal, spindle nut and washers, brake rotor and attaching hardware, the axle cap, and the wheel spacer must not exceed 27 pounds.

12.21 Shocks and Springs

- A.) Shocks must be constructed of aluminum or steel. Canister shocks are permitted.
 - 1. The only external connection allowed to the shock is a single hose to a single remote canister with the option of a compression adjuster in the canister.
 - 2. Compression adjuster and/or canister cannot be mounted within the reach of the driver.
- B.) No cross connected shocks are allowed.
 - 1. The only external connection allowed to the damper is a single hose to a single remote canister with the option of a compression adjuster in the canister.
 - 2. Compression adjuster and/or canister cannot be mounted within the reach of the driver.
- C.) No "Rod-Through" designs are allowed.
 - 1. "Rod-Through" shocks are defined as those shock absorbers in which the piston rod protrudes from both ends of the shock body.
- D.) No Inerters are allowed
 - 1. No rotating parts inside the damper.
 - 2. No Inerter style dampers, either mechanical or hydraulic, or other type of primarily acceleration sensitive damping devices not permitted.
- E.) No Electrical adjusted or active dampers are allowed. No electrical wires, transmitting or receiving components will be allowed to be attached internally or externally to the dampers or mounted inside any component or dampers. No portion of the racecar including and not limited to - shocks and spring components or chassis components may have the ability to communicate transfer/transmit/receive any type of digital or analog data or any language and or adjust or monitor in any way whatsoever including but not limited to a variation of a wireless remote device/phone/computer/tablet/ipad or a mechanical remote device.
- F.) Any new chassis design or component designs pertaining to and/or but not limited to shock absorber mounts must be submitted to the Lucas Oil MLRA for approval before they will be permitted for use in competition. Manufacturer and/or competitor may be required to disassemble for complete inspection before in-statement of new part is permitted.
- G.) Springs must be made of steel. Torsion bars are not allowed in rear.
- H.) Coil springs must be steel. Leaf springs may be composite or steel.
- I.) Spring preload adjustments for coil springs must be made using mechanical adjusting nuts on the shock body.
- J.) Spring preload adjustments for leaf springs must be made using a mechanical adjusting device such as an adjustable shackle or threaded rod type mount.

K.) Other than spring dampening by the shock absorber, hydraulic, pneumatic, or electrically controlled adjusting devices, (static or dynamic) that affect spring preload or race car heights will not be permitted,

L.) Shock Locations

1. Only one shock per wheel is permitted at the left front, right front, right rear corners.
2. Left rear must have one shock behind the axle tube and may have one traction (dummy) shock on the front side or top of axle tube. Must mount vertically to the birdcage or clamp bracket.
3. One 5th Coil Shock permitted.
4. One 90/10 optional shock may be mounted above lift arm on upper lift arm plates. Must be mounted towards the front of the car lying parallel with the car. Shock must mount within 3" of the centerline of the rear ends center section.

M.) (1) Drop Chain (limiting chain) is permitted. Must mount vertically from the frame to a bracket on the birdcage to axle tube. Bracket on the axle tube can have a bearing or clamped solid

N.) Bump stops and/or bump springs are permitted.

O.) Suspension covers are not allowed. Rear covers on racecar are not allowed outside of your pit area. Spring and/or shock covers are permitted, but must be fastened directly to the spring or shock.

P.) A Swing Arm and/or Z Link suspension is permitted as long as the Top and Bottom solid links are mounted on hiems and run in the opposite directions of the bird cage. The Shock on a Swing Arm or Z Link rear suspension may mount to the bird cage or the bottom radius rod.

12.22 Suspension Components

A.) Shocks must be constructed of aluminum or steel. Canister shocks are permitted.

i.) The only external connection allowed to the shock is a single hose to a single remote canister with the option of a compression adjuster in the canister.

ii.) Compression adjuster and/or canister cannot be mounted within the reach of the driver.

iii.) Maxium shock body outside diameter is two (2) half-inch inches (0.50").

iv.) Maxium front shocks lengl is twenty one inches (21"). Messured center to center of the shock eyes.

v.) Maxium rear shocks lengl is twenty seven inches (27"). Messured center to center of the shock eyes.

B.) No cross connected shocks are allowed.

i.) The only external connection allowed to the damper is a single hose to a single remote canister with the option of a compression adjuster in the canister.

ii.) Compression adjuster and/or canister cannot be mounted within the reach of the driver.

C.) No "Rod-Through" designs are allowed.

i.) "Rod-Through" shocks are defined as those shock absorbers in which the piston rod protrudes from both ends of the shock body.

D.) No Inerters are allowed.

i.) No rotating parts inside the damper.

ii.) No Inerter style dampers, either mechanical or hydraulic, or other type of primarily acceleration sensitive damping devices permitted.

E.) No Electrical adjusted or active dampers are allowed. No electrical wires, transmitting or receiving components will be allowed to be attached internally or externally to the dampers or mounted inside any

component or dampers. No portion of the race car including and not limited to - shocks and spring components or chassis components may have the ability to communicate transfer/transmit/receive any type of digital or analog data or any language and or adjust or monitor in any way whatsoever including but not limited to a variation of a wireless remote device/phone/computer/tablet/ipad or a mechanical remote device.

F.) Any new chassis design or component designs pertaining to and/or but not limited to shock absorber mounts must be submitted to the Lucas Oil Late Model Dirt Series for approval before they will be permitted for use in competition. Manufacturer and/or competitor may be required to disassemble for complete inspection before in-statement of new part is permitted.

G.) Springs must be made of steel. Torsion bars are not allowed in rear.

H.) Coil springs must be steel. Leaf springs may be composite or steel.

I.) Spring preload adjustments for coil springs must be made using mechanical adjusting nuts on the shock body.

J.) Spring preload adjustments for leaf springs must be made using a mechanical adjusting device such as an adjustable shackle or threaded rod type mount.

K.) Other than spring dampening by the shock absorber, hydraulic, pneumatic, or electrically controlled adjusting devices, (static or dynamic) that affect spring preload or race car heights will not be permitted.

L.) Shock Locations

i.) Only one (1) shock per wheel is permitted at the left front, right front, and/or right rear corners.

ii.) Left rear must have one shock behind the axle tube and may have one traction (dummy) shock on the front side or top of axle tube. Must mount vertically to the birdcage or clamp bracket.

iii.) One (1) fifth coil shock permitted.

iv.) One 90/10 optional shock may be mounted above lift arm on upper lift arm plates. Must be mounted towards the front of the car lying parallel with the car. Shock must mount within three inch (3") of the centerline of the rear ends center section.

M.) One (1) drop chain (limiting chain) is permitted. Must mount vertically from the frame to a bracket on the birdcage to axle tube. Bracket on the axle tube can have a bearing or clamped solid.

N.) All bump stops and/or springs must be mounted on a shock with the exception of a left rear drop chain assembly, 6th coil assembly and/or lift arm assembly. No bump sticks are premitted

O.) Suspension covers are not allowed. Rear covers on race car are not allowed outside of your pit area. Spring and/or shock covers are permitted, but must be fastened directly to the spring or shock.

P.) A swing arm and/or z-link suspension is permitted as long as the top and bottom solid links are mounted on hiems and run in the opposite directions of the bird cage. The shock on a swing arm or z-link rear suspension may mount to the bird cage or the bottom radius rod.

12.23 Suspension Components

A.) Any new chassis design or component design and or technology pertaining to and/or containing suspension must be submitted to the Lucas Oil MLRA for approval before they will be permitted for use in competition. Manufacturer and/or competitor may be required to disassemble for complete inspection before instatement of new part is permitted.

B.) Suspension and/or rear end parts can be made of steel or aluminum. Aluminum mounting brackets are permitted.

C.) Frame and/or suspension mounts must be welded or bolted solid to the frame and not move. ie- Floating, sliding, pivoting and/or rotating mounts and/or brackets of any sort are not allowed.

D.) Bolted components must match the correct bolt size with the hole (for instance no 3/8 bolts in a 1/2 inch hole will be deemed illegal) and be torqued to a min of 40 foot pounds per inch

E.) Rear Suspension Mounts

1. All mounts must be double sheer.
2. Double sheer mounts must be 1/8" minimum steel and/or 1/4" minimum aluminum.
3. Sheer mounts must use minimum 5/8" rod ends with minimum 1/2" grade 8 bolts only. The bolt must be bolted through both sheer mounts.
4. Double sheer mount must be no wider than 4 inches with a minimum 1/2" inch grade 8 bolt with steel or aluminum spacers only.

F.) Only one (1) mechanical traction device is permitted. Only one (1) pull bar or one (1) lift arm is permitted. No other options are allowed. Covers of any sort in any relation to the lift arm or pull bar are not allowed.

G.) Lift Arm & Pull Bar

1. Floating, pivoting and/or rotating mounts and/or brackets of any sort (connected to and/or associated with the pull bar or lift arm) are not allowed.
2. Lift arm is defined as a steel or aluminum triangulated bar that is connected at the top and bottom of the rear end housing, extending forward where it is connected to a shock, shock-spring coil-over combination and a limiting chain. One stabilizer bar is permitted to locate the front of the lift arm from left to right in the car.
3. 6th coil or braking spring assemblies are permitted, must be in front of 5th coil shock.
4. Pull bar is defined as a continuous assembly that is connected to the top of the rear end and extends forward to a solid mounting point located on the chassis. The mounting location at both the front and rear of the pull bar may be adjustable but must remain constant during competition (cannot be adjustable from the cockpit).

H.) Radius Rods

1. All rear suspension radius rods must be of a fixed length. No hydraulic cylinders, torsion bars, bump rods, spring rods, slider rods or shock-type radius rods are permitted.
2. The only materials used to fabricate attaching (radius) rods that will be permitted are magnetic steel or aluminum
3. Aluminum attaching (radius) rods may be solid or tubular material. Magnetic steel attaching (radius rods) must be tubular with a maximum wall thickness of 3/16 inch (0.1875)
4. Radius Rods must be a minimum of 1" diameter OD. Rods can be round, square, or hex shaped. Rods must be a minimum of .095 steel or .120 aluminum in tubing thickness.
5. Heim joints must be a minimum 5/8, and a maximum 3/4" steel heim. No rubber bushings.
6. ONLY - Two (2) radius rods per side.
 - a. Radius rods must be spaced on the frame a minimum of 6"
 - b. Radius rods must be spaced on the birdcage a minimum of 6" and a maximum of 12"
 - c. Measurements will be made from center of each radius rod bolt.

7. All radius rods must be straight with the exception of the left lower that can have a bend for axle housing mount clearance.

I.) Axle Housing Mounts (Birdcages)

1. Axle Housing Mounts (Birdcages) may consist of multiple barrels but must bolt or weld together to work as single barrel birdcage.

2. Limited one (1) Axle Housing Mount (birdcage) per side.
3. Shock(s) and radius rods must mount to the Axle Housing Mount (birdcage).
4. Floating, pivoting and/or rotating mounts and/or brackets of any sort are not allowed. All brackets or mounts attached to the Axle Housing Mount (birdcage) must be bolted or welded solid.
5. The only materials used to fabricate axle housing mounts (birdcages) that will be permitted is aluminum or magnetic mild steel. Axle housing mounts fabricated of exotic, heavy materials will not be permitted.
6. When fabricating axle housing mounts detail must be paid to functionality. The completed axle housing mounts, when comparing the right and the left side, must be as similar in design as possible.

J.) Jack Bolts are permitted

12.23 Shock, Spring, and Suspension Penalties and Infractions

A. If violations are found during pre-race technical inspection: The driver and or team will receive a warning and must meet full compliance before being allowed to compete. If a violation is found after pre-race technical inspection: No Winnings, Points, Winners Circle Pay will be paid and a fine of \$5,000 may be assessed to the violating team and or driver.

12.24 Remote Control Suspension Devices

A.) NO "in-cockpit driver controlled" suspension devices permitted. NO weight jacks of any kind permitted. (This includes fifth [5th] coils, etc.). ANY driver using "in-cockpit driver controlled" suspension devices or weight jacks WILL BE DISQUALIFIED FROM COMPETITION!

12.25 Mufflers

A.) Mufflers are MANDATORY. Only variance of this rule will be where not required by host track.

B.) Exhaust is not permitted to be directed towards ground. Exhaust must be parallel to the ground.

12.26 Traction Control Devices

A.) All Traction Control Devices are strictly prohibited during any form or portion of a Lucas Oil MLRA sanctioned event, race or practice/test session.

B.) All traction control devices, whether electronically controlled in the ignition system, wheel sensors or any means of measuring ground speed to control wheel spin, are strictly prohibited. All devices not mentioned in the above that are found to control wheel spin, timing or fuel delivery control will be considered strictly prohibited.

C.) At NO time during the 2018 season and beyond will there be any type of ping control devices, dial a chip controls, timing controls or any modifications to the ignition control boxes, distributors, or any other part of the Ignition System. This includes any add on component or components inside or outside the cockpit of any competitor's race car. There shall be NO driver controlled wheel spin, timing or fuel delivery control devices in the cockpit area of any race car.

D.) A competitor found with any of the above mentioned will lose the complete device permanently and ***will*** lose all points earned to that point in the season. NOTE: A competitor may be asked for his electronic ignition at any time by the Technical Director to be sent for testing and inspection. Failure to hand over the electronic ignition will result in the holding of any purse monies won.

E.) GPS and/or any other type of electronic tracking and/or locating device will not be permitted for any

reason.

12.27 Weight Limit

A.) A minimum weight limit of 2350lbs for Aluminum blocks & 2300lbs for Steel blocks will be in effect. We reserve the right to amend this rule in certain locations on the schedule.

B.) After each race, whether Heat, Last Chance or Feature, an additional weight allowance will be given at the rate of 1 lb. per lap for fuel burn off, 10 laps = 10 lb.; 50 laps = 50 lb.; 100 laps = 100 lb. etc. Allowance will also be given for laps run under Caution, at the discretion of the Series Officials.

C.) The scales used by the Lucas Oil MLRA will be considered the official scales for the event.

D.) Scales will be available at all Lucas Oil MLRA sanctioned events.

E.) Lucas Oil MLRA officials have the right and duty to weigh any car at the official's discretion.

F.) Any attached weights must be securely attached to the frame, painted white or bright silver and have the car number clearly displayed on them. **All weights** Weights secured by one bolt and/or held on by a means other than accepted by the Technical Inspector will not be permitted. Due to the high risk factor involved, any car that loses lead weight during an event may be fined or face disqualification.

G.) All added weight(s) must be securely attached to the frame below the body decking.

H.) Frame is defined as the steel welded structure only.

I.) Any part that moves or is not a fixed component to the steel frame structure may not be used for any weight attachment.

J.) No weights may be attached to rear bumper.

K.) No driver-operated weight adjustment devices are permitted.

12.28 Car Construction Infraction Penalties

A.) You may be given a simple warning.

B.) You may be asked to correct the infraction.

C.) You may be assessed a weight penalty of 25 lbs. to 100 lbs.

D.) You may be disqualified when found and/or noticed with an infraction.

E.) You may choose to leave.

12.29 Other

A.) NO two-way radios. No crew to and from driver radio or transmitted communications of any kind.

B.) NO "in-cockpit driver controlled" electronic devices of any kind permitted.

C.) NO computer controlled devices of any kind permitted.

D.) NO rear-view mirrors of any kind permitted.

E.) NO cellular devices in cockpits

F.) No cameras of any type permitted below the interior (deck) of the car.

G.) No data systems or harnesses of any kind permitted.

H.) Lucas Oil MLRA officials reserve the right to change and/or alter rules and procedures at any time.
ALL OFFICIAL DECISIONS ARE FINAL!

12.30 Decals

A.) There are certain decals that must be carried on the car, in order to earn both points towards the Season Ending Championship Payout and Prize Money. The Series is aware of and has no wish to cause conflicts between drivers, teams and your sponsors. However, it must be realized that the Team Lucas companies are Major Contributors of the Season Ending Points Fund. These Decals must be present on the car for consideration for Season Ending Championship Points Fund. These decals must be positioned on the car sides. The Lucas Oil MLRA and the Lucas Oil Products Shield must be immediately behind the front wheel, at the top of the panel.

B.) These Decals must be on both sides of the car at every Series race in which the car competes.

12.31 Contingencies

A.) Certain other Product Manufacturers will be awarding Contingency Money to Drivers finishing the Feature. These Awards are dependent upon the Manufacturer's Decal being carried on the race car. If you wish to be eligible to receive an Award from the Manufacturers concerned, it is your responsibility to ensure that the correct decal is affixed to your race car. Also, please be aware that the Series' responsibility is ONLY to provide the Manufacturer with your Name and Address, and not to pay the award. All cars finishing the Feature Race will be checked by Series Personnel for the appropriate Decals.

B.) Any other Lucas Oil MLRA Sponsor Decal that is carried on the car must be affixed prominently. There is no compulsion to carry any other Sponsor's Decals, however, it is worth bearing in mind that Sponsors only put money into the Series to gain exposure for their products - no exposure will eventually mean no money, and therefore smaller purses for Races and Championships.

12.32 Series Uniform Logo Patches

A.) All Lucas Oil MLRA Drivers shall bear a series supplied logo patch on the front of the driver's uniform. Must be placed above the chest area of the uniform.

Passing Points Scale:

		Finishing Positions															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Starting Positions	1	59.00															
	2	60.76	55.00														
	3	62.52	56.76	51.00													
	4	64.28	58.52	52.76	47.00												
	5	66.04	60.28	54.52	48.76	43.00											
	6	67.80	62.04	56.28	50.52	44.76	39.00										
	7	69.56	63.80	58.04	52.28	46.52	40.76	35.00									
	8	71.32	65.56	59.80	54.04	48.28	42.52	36.76	31.00								
	9	73.08	67.32	61.56	55.80	50.04	44.28	38.52	32.76	27.00							
	10	74.84	69.08	63.32	57.56	51.80	46.04	40.28	34.52	28.76	23.00						
	11	76.60	70.84	65.08	59.32	53.56	47.80	42.04	36.28	30.52	24.76	19.00					
	12	78.36	72.60	66.84	61.08	55.32	49.56	43.80	38.04	32.28	26.52	20.76	15.00				
	13	80.12	74.36	68.60	62.84	57.08	51.32	45.56	39.80	34.04	28.28	22.52	16.76	11.00			
	14	81.88	76.12	70.36	64.60	58.84	53.08	47.32	41.56	35.80	30.04	24.28	18.52	12.76	7.00		
	15	83.64	77.88	72.12	66.36	60.60	54.84	49.08	43.32	37.56	31.80	26.04	20.28	14.52	8.76	3.00	
	16	85.40	79.64	73.88	68.12	62.36	56.60	50.84	45.08	39.32	33.56	27.80	22.04	16.28	10.52	4.76	0.00

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