

PLEASE NOTE: THE FINAL VERSION OF 2022 LUCAS OIL MLRA SERIES  
RULEBOOK WILL BE PUBLISHED FOLLOWING SPEEDWEEKS. THE RULES  
WITHIN APPLY DURING 2022 SPEEDWEEKS.



LUCAS OIL MIDWEST LATE MODEL RACING ASSOCIATION  
18842 Speedway Drive  
P.O. Box 8  
Wheatland, MO 65779  
[www.mlrracing.com](http://www.mlrracing.com)

**Ernie Leftwich**  
Series Director  
417-309-3509  
[ernie@lucasoil.com](mailto:ernie@lucasoil.com)

**Missy Holman**  
Administrative Manager  
816-516-0830  
[mholman@lucasoil.com](mailto:mholman@lucasoil.com)

**Billy Rock**  
Series Announcer  
712-304-229  
[billy.rock@yahoo.com](mailto:billy.rock@yahoo.com)

**Lloyd Collins**  
Series Photographer  
913-609-8928  
[fasttrackphotos@aol.com](mailto:fasttrackphotos@aol.com)

- 1.0 Series Championship
- 1.1 Point Fund Criteria
- 1.2 Series Banquet
- 1.3 Series Championship Monetary Points Fund Payout

- 2.0 Rookie of the Year
- 2.1 Rookie of the Year Monetary Points Fund Payout
- 2.2 Application Process
- 2.3 Eligibility
- 2.4 Approval

- 3.0 Appearance Money and Winners Circle Program
- 3.1 General Information
- 3.2 Eligibility
- 3.3 Attendance Policy
- 3.4 Guidelines
- 3.5 Program Updates

- 4.0 Safety Equipment
- 4.1 Batteries
- 4.2 Seats
- 4.3 Restraint Systems
- 4.4 Window Nets
- 4.5 Drivelines
- 4.6 Helmets
- 4.7 Driver Suits
- 4.8 Gloves
- 4.9 Socks
- 4.10 Cockpit Tubs
- 4.11 Head and Neck Restraints
- 4.12 Fire Suppression

- 5.0 Racing Event Procedures
- 5.1 Sign In
- 5.2 Entry Fees
- 5.3 Driver Communication
- 5.4 Technical Inspection
- 5.5 Drivers Meeting
- 5.6 Hot Laps
- 5.7 Qualifying
- 5.8 Race Format
- 5.9 Heat Races & Consi Assignments
- 5.10 Pre-Race Staging
- 5.11 Ten-Minute Call
- 5.12 Race Procedures and Rules
- 5.12.1 Flagging Procedures
- 5.12.2 Starts
- 5.12.2.1 Brake Checking
- 5.12.2.2 Cautions on First Lap
- 5.12.3 Caution Procedures
- 5.12.3.1 Lucky Dog Award
- 5.12.3.2 Red Flag Procedures
- 5.12.4 Restarts
- 5.12.5 Racing Off-Track
- 5.12.6 Spin Rule
- 5.12.7 Penalties
- 5.12.8 On Track Penalties
- 5.12.9 Time
- 5.12.10 Weigh-In
- 5.13 Practice Sessions

## **6.0 Provisional and Alternate Starting Positions**

- 6.1 Provisional Starters
- 6.2 Emergency Provisional Starters
- 6.3 Promoter's Option
- 6.4 Alternates

## **7.0 Changes and Substitutions**

- 7.1 Changing Cars

## **8.0 Points Breakdown**

- 8.1 Earning Points
- 8.2 Hardship Points

## **9.0 Purse Monies**

- 9.1 Collection of Monies

## **10.0 Rain Outs**

- 10.1 Postponements
- 10.2 Cancellations
- 10.3 Rain Delays

## **11.0 Autograph Sessions**

- 11.1 Attendance Policy

## **12.0 Late Model Rules**

- 12.1 Bodies
- 12.2 Stock Nose Pieces
- 12.3 Roof and Roof Supports
- 12.4 Front Fenders and Hood
- 12.5 Doors
- 12.6 Quarter Panels
- 12.6.1 Deck Height
- 12.7 Frames
- 12.8 Roll Cages
- 12.8.1 Driver Side Intrusion Plate
- 12.9 Interiors
- 12.10 Spoiler
- 12.11 Engines
- 12.12 Fuel Systems
- 12.13 Steering Components
- 12.14 Chassis
- 12.15 Transmission, Clutch, and Rear End
- 12.16 Drive Shafts
- 12.17 Tires
- 12.18 Tire Penalties and Infractions
- 12.19 Environmental Warning
- 12.20 Wheels
- 12.21 Brakes, Brake Components, and Wheel Hub
- 12.22 Shocks and Springs
- 12.23 Suspension Components
- 12.24 Shock, Spring, and Suspension Penalties
- 12.25 Remote Control Suspension
- 12.26 Mufflers
- 12.27 Traction Control Devices
- 12.28 Weight Limit
- 12.29 Car Construction Infraction Penalties
- 12.30 Other
- 12.31 Decals
- 12.32 Contingencies
- 12.33 Series Uniform Logo Patches

## **2021 Lucas Oil Midwest Late Model Racing Association Rules**

### **Updated 2022 Rule Book will be posted soon.**

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. The rules are intended as a guide for the conduct of the Lucas Oil Midwest Late Model Racing Association and are in no way a guarantee against injury to participants.

These rules and/or regulations will apply to all Lucas Oil Midwest Late Model Racing Association sanctioned racing events.

Lucas Oil Midwest Late Model Racing Association 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 an inspection by the Lucas Oil Midwest Late Model Racing Association Technical Director at any time during the event.

The Lucas Oil Midwest Late Model Racing Association reserves the right to alter or amend these rules and/or regulations in the interest of safety and/or fair competition.

Throughout this Rulebook, several references are made for 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 MLRA.

Please remember that we are here because of the Fans, Promoters, and the Sponsors. If they do not benefit, neither will we. 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 Midwest Late Model Racing Association 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. The ban will begin 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 Midwest Late model Racing Association Events.

The Series organizers and officials also reserve the right to request the removal of any derogatory or

distasteful statements on any race car, hauler, or driver apparel trailer. Failure to comply with this request for removal may result in disqualification from some or all the Lucas Oil Midwest Late Model Racing Association 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 Lucas Oil Midwest Late Model Racing Association 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 Lucas Oil Midwest Late Model Racing Association will receive a penalty. This includes any aggressive action toward a Lucas Oil Midwest Late Model Racing Association 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 Lucas Oil Midwest Late Model Racing Association or an Lucas Oil Midwest Late Model Racing Association official. Driver/crew member/participants are always solely responsible for the actions of all team members. If a team member shows unsportsmanlike conduct, Lucas Oil Midwest Late Model Racing Association 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 Dirt Late Model Series event acknowledges and accepts the following: Lucas Oil Midwest Late Model Racing Association 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 Midwest Late Model Racing Association and the like, before, during and after the event for promoting, advertising, recording or reporting in the event or any other Lucas Oil Midwest Late Model Racing Association 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 Points Fund Criteria**

A.) Drivers must compete in 100% of events during the 2022 Lucas Oil Midwest Late Model Racing Association season to be eligible to receive banquet awards or special category awards at the 2022 Championship Awards Banquet. A driver that has been awarded Hardship Points, by a closed vote by his/her peers, will be considered in attendance for each event thereafter Hardship Points were awarded.

B.) Monetary awards will be issued at the banquet and made payable to the declared party in which the driver entered each event. If a driver entered events under multiple declared parties during the season, the points fund monetary award(s) will be paid out at 100% but shared between the declared parties at the percentage the driver entered events for.

### **1.2 Awards Banquet**

A.) The 2022 Awards Banquet will take place in December (Date, Time, and Place to be announced.) Any driver not attending the Awards Banquet will only receive half of their monetary award, which monies and awards will be held until the first event of the 2023 season.

### **1.3 Series Championship Monetary Points Fund Payout**

A.) 1. \$20,000, 2. \$10,000, 3. \$7,500, 4. \$5,000, 5. \$4,500, 6. \$4,000, 7. \$3,000, 8. \$2,500, 9. \$2,000, 10.

\$1,500

## **2.0 Rookie of the Year**

### **2.1 Rookie of the Year Monetary Points Fund Payout**

A.) 1. \$2,500, 2. \$1,500

### **2.2 Application Process**

A.) Drivers' eligibility for the Rookie of the Year Award will be determined by the Lucas Oil Midwest Late Model Racing Association officials as follows:

i.) Drivers wishing to compete for the Rookie of the Year Award must indicate their intention by applying, in writing, to the MLRA. Letter of Application should contain the following information as a minimum: age, years of racing experience, years competed in Super Late Model division, number of races won, biggest purse won in Super Late Model events, list of achievements and etc., details of car/team for the forthcoming season, and photos if available.

ii.) Application letters must be received before the first intended MLRA event, or in any event prior to the end of March 2022 and the participant has perfect attendance.

### **2.3 Eligibility**

A.) Eligibility will be determined by the number of years, or partial years of Super 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, if they have not declared in any previous Lucas Oil Midwest Late Model Racing Association Rookie of the Year Championships. Number of wins and the size of purses won will also be taken into consideration.

### **2.4 Approval**

A.) The Lucas Oil Midwest Late Model Racing Association will have final approval on eligibility. Example: Any driver who has less than 5 years' experience but has won a significant amount of \$10,000 to win events, 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 \$10,000 to win an event, and has run predominantly locally 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 (10) in points with perfect attendance, at each event. This money will be paid in addition to any purse money the driver might receive. (See Autograph Sessions)

### **3.2 Eligibility**

A.) All drivers in the top ten (10) in points will be eligible for the 2022 Winners Circle Program. For the first two (2) events, the 2021 final points standings will be used to determine Winners Circle Payout.

### **3.3 Attendance Policy**

Drivers must compete in 100% of events during the 2022 Lucas Oil Midwest Late Model Racing Association season to be eligible to receive Winners Circle funds. A driver that is awarded Hardship Points, by a closed vote by his/her peers, will be considered in attendance for each event thereafter Hardship Points were awarded.

### **3.4 Guidelines**

A.) The program will consist of \$2,000.00 per venue, payable at the rate of \$200.00 to each driver in the top ten (10). 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 money he might receive.

C.) When an event is rained out or postponed after the pit gates have opened, all eligible drivers will receive 50% of the appearance money.

### **3.5 Program Updates**

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

## **4.0 Safety Equipment**

### **4.1 Batteries**

A.) NO batteries to be 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 or carbon fiber (SFI 39.2 rated) to the general design specifications of SFI 39.2 standards. Design shall include comprehensive head surround, shoulder and torso support system, and energy impact foam.

B.) SFI 39.2 certified seats are required for all drivers. All drivers will receive three (3) full weekends grace period before required compliance.

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 a comprehensive head surround, shoulder and torso support system and energy impact foam. Must be installed in accordance with the seat manufacturer's instructions. Non SFI 39.2 seats must be made of aluminum.

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 with the seat manufacturer's instructions.

F.) Seat mounting brackets must use properly sized bolts and washers for the hole in the bracket. No oversized holes or slotted holes in the bracket. No spacers or washers stacked.

### **4.3 Restraint Systems**

A.) The use of a five (5), six (6) or seven (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 more than two (2) years of age past the date of manufacture. The use of a seven (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 five (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 always worn during competition or on the racing surface.

#### **4.7 Driver Suits**

A.) A driver suit certified to SFI Spec 3.2A/5 is REQUIRED to be always worn during competition or on the racing surface.

#### **4.8 Gloves**

A.) Gloves certified to SFI Spec 3.3 are REQUIRED to be always worn during competition or on the racing surface.

#### **4.9 Socks and Shoes/Boots**

A.) Socks and Shoes certified to SFI Spec 3.3 are REQUIRED to be always worn during competition or on the racing surface.

#### **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 the 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, time trials, 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 MLRA. 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 MLRA, 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 race cars 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 pounds (10lbs.) 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 pounds (10lbs.) 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 are 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 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 Midwest Late Model Racing MLRA Association 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 Midwest Late Model Racing MLRA Association officials may draw for drivers/teams that are not present at the track under exceptional circumstances beyond the control of Lucas Oil Midwest Late Model Racing Association officials or the drivers/teams being signed in. The sign-in will be closed once the drivers' meeting begins.

B.) Each driver must read and must decide if he/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 Midwest Late Model Racing Association event. By signing the form, the driver understands that the rules and enforcement calls and decisions of the Lucas Oil Midwest Late Model Racing Association are final.

C.) By entering, Time Trials and/or racing in a Lucas Oil Midwest Late Model Racing Association event, you are accepting these rules and regulations.

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 team/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/driver's responsibility to notify series officials.

### **5.1 Entry Fees**

A.) All drivers/teams will pay an entry fee for each event as follows:

i.) The entry fee will be \$110 per driver. Entry fees will be collected and will be retained by the Series.

ii.) Entry Fee must be paid before a team will be allowed to draw for time trials.

iii.) 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.

iv.) Entry fees are collected on a race-to-race basis. Each race will be separate. Entry fees collected will only be good for that event. Only in the event of a rain out will the entry fee be carried over to a future 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.

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, Raceceivers, Fusion, or Racing Electronics Solo.

B.) Signaling

i.) Lights are not permitted.

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

### **5.4 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.

B.) All race cars must pass through technical inspection before the 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 B-Mains.

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. All race cars are subject to be inspected by the Lucas Oil Midwest Late Model Racing Association Technical Director at any time during the event.

F.) Any race car found to be illegal, because of changes, on the starting grid for the A-Main or a B-Main, 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.

i.) 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 to 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 the pit stall. No covers of any kind under the car or covering wheel openings. Each team will receive one (1) verbal warning for the 2022 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.

## **5.5 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 Midwest Late Model Racing MLRA Association 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 driver's meeting is not a social gathering. Driver and/or team representative attendance and attention are mandatory.

## **5.6 Hot Laps**

A.) All Drivers will be allowed one (1) Hot Lap session per day - either one-day show or two-day show. Hot Laps will be conducted in groups (minimum ten (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 Midwest Late Model Racing MLRA Association 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.

## **5.7 Time Trials**

A.) Drivers must time trial 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 their group time trial line. If the driver uses this option, the driver cannot start better than the first non-transfer spot in a heat race.

B.) If four (4) cars are transferring, the highest starting position will be fifth (5th).

C.) It is the drivers/team's 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.) Group qualifying format will be used with four (4) heats or more.

E.) 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 Time Trials. There is no burn-off allowance for Time Trials.

### **5.8 Race Format**

A.) Time Trials/Qualifying will determine the lineups for Heat Races. Heats will be eight (8) laps unless otherwise notified in 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 racetrack concerned.

C.) Depending upon the number of heats, either the first three (3) finishers from six (6) heat, four (4) finishers from four (4) heats or six (6) finishers from three (3) heats, will transfer to the A-Main. All other Drivers, in order of Heat finish, will go through to either one (1), two (2) B-Mains or three (3) B-Mains.

D.) If more than sixteen (16) cars are present for the B-Main, they will be split into two (2) B-Mains in the following manner:

i.) If four (4) Heats are being ran, positions five (5) through sixteen (16) in Heats one (1) and two (2) will go to B-Main one (1), and positions five (5) through sixteen (16) in Heats three (3) and four (4) will go to B-Main two (2).

ii.) If six (6) Heats are run, the split will be Heats one (1), two (2), and three (3) to B-Main one (1) and Heats four (4), five (5), and six (6) to B-Main two (2).

iii.) The top finishers from the two (2) B-Mains will complete the A-Main grid on a side-by-side basis. A maximum of twenty-four (24) or twenty-six (26) cars will start the A-Main (unless otherwise stated in the format), depending on Promoter/Track (see Promoter's Options).

E.) B-Mains will be ten (10) laps unless otherwise notified in the drivers meeting.

### **5.9 Heat Race & B-Main Assignments**

A.) No car will be allowed to change Heat Race or B-main 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.

### **5.10 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.

### **5.11 Ten-Minute Call**

A.) A ten-minute call will be given prior to each A-Main. The ten-minute call may be started during any on track race prior to the A-Main. If the ten-minute call begins and a heat race transfer driver misses the ten-minute call, that driver will be forced to start the tail of the given event or race. A grace period will be awarded to the B-Main Provisional transferring cars.

## **5.12 Race Procedures and Rules**

### **5.12.1 Flagging Procedures**

A.) Standard flagging procedures will be used for each event. If, for any reason, the race is run one (1) lap short or long, the race is officially over when the checkered flag falls.

B.) 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 sent to the rear before the restart. Any cars that stop or spin out to avoid running into an incident may be allowed to keep their position in the line (at series officials discretion). Cars that were running on the lead lap will be sent to the tail of lead lap cars.

### **5.12.2 Starts**

A.) All original starts will be double file and start at the start cone and/or chalk line placed in turn four. The front row should approach the start cone at a moderate pace, keeping nose pieces as even as possible. The pole setter sets the pace and starts the race. Any driver jumping the original start will be warned for the first offense, second offense - the driver will be moved back a row. The first two rows will crisscross giving away the best positions first.

B.) If any driver is penalized to the rear of the field before one (1) complete lap is scored, the remainder of the field will crisscross in order.

#### **5.12.2.1 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 disqualification from that race with no warning.

#### **5.12.2.2 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.

### **5.12.3 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 racetrack, 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. 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 crosses 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 Raceceivers, series/track official or both.

G.) Any driver, or any member of any team who works on the car during a caution, 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.

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 if 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 the 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 when the car with the flat tire reaches the hot pit area. Drivers will rejoin the event at the tail of the lap they are scored if they make the one to go signal restart.

L.) A designated hot 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.

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. The leader of the race will be placed alone in front of the field. Second place car must signal to pre-designated on-track officials, choice of either inside or outside. Rest of the 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 the fourth place driver, etc. Once field is properly aligned, you will be given the one to go signal.

N.) Any driver that stops on the track 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.

#### **5.12.3.1 Lucky Dog Award**

A.) In only the feature event, at each caution flag one car will be given back a lap to the field.

i.) The Lucky Dog Award will be given until ten (10) or less laps remaining of any A-Main event that is fifty (50) laps or more in total distance.

ii.) The Lucky Dog Award will be given until five (5) or less remaining laps of any A-Main event that is less than fifty (50) laps in total distance.

iii.) 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.

iv.) A car will only receive a maximum of one lap per race. If 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.

#### **5.12.3.2 Red Flag Procedures**

A.) Under red flag conditions, all race cars must come to a complete stop on the racetrack.

i.) 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. That driver will not be allowed back on the track and no longer scored for the remainder of the race.

ii.) Teams are not permitted to work on any race car during a red flag, on-track or in the hot pit area. Any team that works on a car during red flag conditions will be black flagged. That driver will not be allowed back on the track and no longer scored for the remainder of the race.

#### **5.12.4 Restarts**

A.) Delaware style double-file restarts - defined as leader alone on front row with remainder of the field double filed behind the leader. Second place will have the choice of inside or outside lane.

i.) Delaware style double-file restarts will be used until three (3) remaining laps of any preliminary event.

ii.) Single-file restarts will be used within three (3) remaining laps of any preliminary event.

iii.) Delaware style double-file restarts will be used until ten (10) or less remaining laps of any A-Main event that is fifty (50) laps or more in total distance.

iv.) Delaware style double-file restarts will be used until five (5) or less remaining laps of any A-Main event that is less than fifty (50) laps in total distance.

v.) Series officials reserve the right to forgo use of Delaware style double-file restarts at any time.

B.) All restarts must be nosed to tail. Leader may accelerate exiting turn four at a moderate pace approaching the start cone. If the 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.

#### **5.12.5 Racing Off-Track**

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

#### **5.12.6 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.

#### **5.12.7 Penalties**

A.) There is a distinct difference between being given the black flag and being disqualified.

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

ii.) 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.

### **5.12.8 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:

i.) 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.*

ii.) Any physical confrontation, either on the racetrack 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.

1.) Any driver who enters another driver's pit area will be deemed the aggressor. Away from the driver's pit area, both drivers may 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.

iii.) Any incidents that occur during the last three (3) championship events of the season could result in penalties being applied at the beginning of the following season.

iv.) 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.

v.) The Lucas Oil MRLA officials reserve the right to increase the above penalties, depending on the severity of the incident.

1.) Any car that deliberately causes a caution, in the judgment of the Series official or other officials, after the pace laps have been started, under green flag conditions, or as the race is about to go back to green, will be scored one (1) lap down. An exception may 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.

### **5.12.9 Time**

A.) All Events will be conducted according to schedule in a timely manner. A-Mains will be started by 10:00 p.m. whenever possible. Schedules will be posted in the pits, as will lineups and Time Trial orders. It is the driver's responsibility to adjust their workload accordingly and be ready when called.

B.) As a general rule, from the end of a previous event on the track, drivers will have a maximum of ten (10) minutes to be in position, either on the grid or in the staging area, for the next scheduled event. During Heat Races, drivers must be in the staging area before the end of the previous Heat. For the A-Main, Driver Introductions will begin at the end of the ten (10) minute call time. If a driver is not in position by the required time during the program, he/she will start from the rear of the field.

C.) 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.

### **5.12.10 Weigh-In**

A.) All Cars will weigh in at the scales immediately before, or following, their Time Trials laps, as per the weight rule and track layout. The transferring cars must weigh in immediately following their Heat Races, and B-Mains.

B.) Following the A-Main, top 5 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 straightaway.

i.) 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 Time Trials, 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 does not meet minimum weight after Time Trials will result in loss of time and start at the rear of their assigned Heat Race.

D.) Any car that is light at the scales following a Heat race, B-Main or A-Main will be relegated to last place for that race.

### **5.13 Practice Sessions**

A.) No practice sessions (testing) are 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 A-main. Provisional starters will be the two (2) highest points scorers from the points standings who are in good standing attendance throughout the 2022 season and not qualified for the A-Main.

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

C.) All Drivers will begin the 2022 season with eight (8) Provisionals. A driver will earn one (1) additional provisional start after every eight (8) attended races.

D.) For the first two (2) points events of the 2022 season, the provisional starters will be determined from the final 2021 points standings, provided the driver has perfect attendance in 2022.

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

F.) Drivers who fail to arrive at the racetrack before the drivers meeting will be ineligible for a provisional starting spot for the night's A-Main.

i.) Drivers are allowed one (1) unexcused tardiness and still receive a provisional.

ii.) Drivers who are late and present documentation of a hardship can appeal for an excused tardiness, if the top twelve (12) drivers in series points vote the excuse is worthy.

### **6.2 Emergency Provisional Starters**

A.) Two (2) emergency provisional starters will be allowed in any A-Main, starting after the qualified field. Competitors are racing for A Main points and B Main money.

**\*NOTE: exception of Co-Sanctioned events.**

### **6.3 Promoter's Option**

A.) At selected racetracks, at the discretion of the Series Director, the Promoter may have the option to start one (1) extra driver 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/her position to an alternate. Alternate drivers will be notified of their positions. Once an alternate driver has been called forward to take a position, the previous driver may not reclaim that position.

B.) No alternates will be allowed to start after the field has pulled away from the starting grid. If a driver is unable to make 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 Time Trials and the start of the A-Main. However, any change will result in the driver starting in the rear of his Heat Race, B-Main or A-Main. If a driver chooses to change cars after Hot Laps, that driver will remain in his drawn position for Time Trials. 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.) If a driver chooses to change cars, that driver must present his/her car for technical inspection before being allowed on track.

C.) During a multi-day event, a driver may change cars from one day of the event to the next and retain their assigned starting spot for their next scheduled race.

D.) It is the driver's responsibility to notify the Series Director of any desired change.

E.) At all events, once the A-Main has pulled away from the starting grid, no car changes will be permitted.

F.) Certain procedural changes may 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 later.

### **8.0 Points Breakdown**

#### **8.1 Earning Points**

A.) Every driver receives fifty (50) "participant points", if they pay an entry fee and compete in (at least) Time Trials, Heat Race, or a B-Main.

B.) Overall Fast Qualifier will receive ten (10) points for setting fast time per an event in both Groups A and B.

C.) B-main Points will be awarded as follows to B-main non-transfers:

<b>1st</b>	70	<b>14th</b>	25
<b>2nd</b>	65	<b>15th</b>	25
<b>3rd</b>	60	<b>16th</b>	25
<b>4th</b>	55	<b>17th</b>	25
<b>5th</b>	50	<b>18th</b>	25

<b>6th</b>	45	<b>19th</b>	25
<b>7th</b>	40	<b>20th</b>	25
<b>8th</b>	35	<b>21st</b>	25
<b>9th</b>	30	<b>22nd</b>	25
<b>10th</b>	25	<b>23rd</b>	25
<b>11th</b>	25	<b>24th</b>	25
<b>12th</b>	25	<b>25th</b>	25
<b>13th</b>	25	<b>26th</b>	25

D.) To receive B-main points, the driver must start the B-main event.

E.) Points and/or Fast Time Provisional transfers receive only feature points.

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

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

<b>1st</b>	200	<b>14th</b>	110
<b>2nd</b>	180	<b>15th</b>	105
<b>3rd</b>	170	<b>16th</b>	100
<b>4th</b>	160	<b>17th</b>	95
<b>5th</b>	155	<b>18th</b>	90
<b>6th</b>	150	<b>19th</b>	85
<b>7th</b>	145	<b>20th</b>	80
<b>8th</b>	140	<b>21st</b>	75
<b>9th</b>	135	<b>22nd</b>	75
<b>10th</b>	130	<b>23rd</b>	75
<b>11th</b>	125	<b>24th</b>	75
<b>12th</b>	120	<b>25th</b>	75
<b>13th</b>	115	<b>26th</b>	75

## 8.2 Hardship Points

A.) Hardship points (75 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 Money

## **9.1 Collection of Purse Money**

A.) Payout will be held in the MLRA trailer each night after the event and you have 1 hour after the event to pick up your check or it will be mailed out the following Monday from the home office in Wheatland, MO.

## **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 that is 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 Midwest Late Model Racing MLRA Association officials and track officials will be rescheduled if possible. Drivers and crew members must retain armbands, or any other pit admission ticket to be readmitted to a rescheduled event. Tracks are not required to refund pit admission unless the event is not rescheduled.

B.) Entry fees paid to the Lucas Oil Midwest Late Model Racing Association 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.) In a rain delay situation, Lucas Oil Midwest Late Model Racing MLRA Association 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 race teams and fans best interest in mind. Changes will only be made if an event is in jeopardy of being lost due to rescheduling availability, a time curfew, or inclement weather. Under these circumstances the number of laps for Time Trials, Heat Races and A-Main 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 cannot 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 Time Trials are not complete then Time Trials will restart from the first pill draw position. Heats and/or B-Mains will be restarted from the beginning of a given Heat Race or B-Main as long as it is over half-way complete. Provisionals will be awarded based on the current rescheduled date standings.

## **11.0 Autograph Sessions**

### **11.1 Attendance Policy**

A.) At select events during the 2022 season, there will be autograph sessions in the vendor midway 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 (10) in points attend. Failure to comply with this request will result in the forfeiture of half (50%) in Winners Circle money.

i.) 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 Technical Rules**

### **12.1 Engines**

A.) Only conventional type V-8 engines with the cam in the block will be permitted. Cubic inch displacement is optional.

- B.) Engines must be based on a manufactured, factory design.
- C.) Aluminum or steel blocks will be permitted.
- D.) All engines must be naturally aspirated with a single conventional-type four (4) barrel carburetor. No fuel injection devices, electric fuel pumps, turbo chargers, or blowers are permitted.
- E.) The engine must have an operating self-starting mechanism.
- F.) Only one (1) distributor or magneto is permitted. Cylinder designed individual coil systems are not permitted. No distributor-less engines are permitted.
- G.) The engine may be set back a maximum of (25 1/2") from the center of the ball joint to the back of the block.
- H.) All engines are limited to one spark plug and two valves per cylinder.
- I.) A harmonic balancer certified to SFI Spec 18.1 is required.
- J.) No overhead cam engines.
- K.) If there are new engine components and/or a new engine configuration they must be submitted to the Lucas Oil Midwest Late Model Racing Association for approval prior to being introduced into competition.
- L.) An approved carburetor roll-over plate that prevents fuel spillage in case of a roll over is highly recommended.

## **12.2 Transmission, Driveline, and Driveline Components**

### **12.2.1 Transmission**

- A.) A functional clutch must be used. Direct drive systems of any type will not be permitted.
- B.) The transmission must be bolted to the engine, and it must have forward and working reverse gear(s) and must be able to shift to forward or reverse with the engine running.
- C.) Only two speed transmissions with a working reverse low gear and high gear will be allowed. High gear is 1 to 1.
- D.) No overdrive or underdrive multiple speed transmissions will be permitted.
  - i.) Willy's Carb & Dyno shop LLC. Part # WCD4000SB
  - ii.) Willy's Carb & Dyno shop LLC. Part # WCD4002

### **12.2.2 Read End**

- A.) Any type of rear end differential / center section will be permitted. No "live-axle" rear-ends are permitted.
- B.) No independent rear suspensions are permitted.
- C.) Full floating aluminum hubs with "wide 5" wheel bolt pattern must be used.
- D.) The axle housing must be of the "closed tube" design utilizing "full floating" magnetic steel axle shafts.
- E.) The center section of the axle housing must be manufactured of either aluminum or magnesium.
- F.) 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.

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.

### **12.2.3 Driveshafts**

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.

### **12.3 Fuel, Fuel Cells, and Fuel System**

A.) All fuel cells must meet or exceed 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.) The fuel cell may only have a maximum capacity of 35 gallons.

B.) The fuel cell must be enclosed completely in a container that is a minimum thickness of 20-gauge magnetic steel and/or .060"-inch aluminum.

C.) Fuel cell cap must be a threaded cap and/or ATL Part # TF751 1/4 Turn Bullet Cap. No twist on d-ring caps will be permitted.

D.) The entire container must be visible for ease of inspection.

E.) The fuel cell must be mounted behind the rear axle between the rear tires, a minimum of 4"-inches ahead of the rear bumper. The bottom of the fuel cell must not be any lower than the bottom of the rear end/quick change housing.

F.) The fuel cell must be mounted with a minimum of two (2) .125"-inch thick steel straps. The straps must cover the entire cell. Fuel cells that are mounted in a square tubing frame will be permitted. A minimum of 7/6"-inch ASTM Grade 8 bolts must be used to mount the fuel cell to the frame.

G.) The fuel pick-ups must be positioned on the top of the fuel cell and be constructed of steel. The fuel pickup must have a check valve. Pick-ups on vertical sides prohibited.

H.) Only racing gasoline or alcohol will be permitted for competition. Nitrous oxide, nitromethane and/or propylene oxide will not be permitted.

F.) A firewall must be installed between the fuel tank and driver's compartment.

G.) Mechanical fuel pumps must be used. Fuel pumps must be engine mounted. Fuel pumps may be camshaft actuated or belt driven. Electric pumps, primary and/or secondary, pressure systems, and additional reservoirs will not be permitted.

### **12.4 Electrical Systems, Batteries, and Electrical Accessories**

A.) The battery must be securely mounted with positive fasteners and brackets. All battery supports and/or mounts must be secure and braced in two (2) horizontal positions and one (1) vertical position.

B.) The battery terminals must be insulated, and the battery 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.

C.) 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.

### **12.5 Exhaust, Muffler, and Sound Reduction Devices**

A.) The exhaust flow must be parallel to the ground. Exhaust systems that direct the flow toward the ground will not be permitted.

B.) All exhaust systems/headers must end with a collector.

C.) Several tracks have a locally enforced decibel rule, which preempt any muffler rule. Some tracks may have a maximum sound level rule of 95 decibels at 100 feet. This rule will be enforced by local government agencies.

D.) If a decibel rule is in place, then the decibel rule must be met, regardless of the specified muffler application.

### **12.6 Traction Control, Radio, and Transmission Devices**

A.) All Traction Control Devices are strictly prohibited during any form or portion of a Lucas Oil Midwest Late Model Racing Association 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 2022 season and beyond will there be any type of ping control devices, dial 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. 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 money won.

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

#### **12.6.1 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!

### **12.7 Chassis and Frame**

#### **12.7.1 Chassis**

A.) The minimum wheel base will be 103"-inches with a maximum wheel base of 105"-inches.

B.) Frames fabricated using square tubing must be a minimum of 2"-inches x 2"-inches or approved rectangular magnetic steel with a minimum material thickness of .083"-inches.

C.) Frames fabricated using round tubing must be a minimum of 1.75" Outside Diameter magnetic steel tubing, 4130 Chrome Moly or DOM with a minimum material thickness of .083"-inches.

D.) Rear bumpers that are stubbed may only extend a maximum of 8"-inches beyond the frame. Any stubbed rear bumper that extends further than the maximum of 8"-inches must be formed and directed 8"-inches toward the front of the car.

E.) External rub rails will not be permitted.

F.) All cars must be equipped with a tow hook and/or strap for the purpose of towing.

G.) All battery supports and/or mounts must be secure and braced in two (2) horizontal positions and one (1) vertical position.

H.) Any frame built on or after January 1st, 2006, must have the builder's unique serial number plate prominently attached to the left side roll cage upright. The plate must be welded in place. All characters on the plate must be a minimum of ½"-inch in height and the serial number must not exceed 8 characters.

I.) No titanium fasteners, or chassis and suspension components are permitted.

### **12.7.2 Roll Cage**

A.) All cars must have a roll cage fabricated from a minimum of 1-1/2" outside diameter with .065"-inch thick seamless magnetic steel tubing.

B.) The side roll bars and/or door bars must extend into the door panels.

C.) A minimum of three (3) 1-1/2" outside diameter bars .065"-inch in thickness must be utilized on the left side of the car in the door area.

D.) Any of the bars that are utilized for the top portion of the roll cage, including, but not limited to the front and rear hoops, the top hoop and the uprights, must extend a minimum of 1"-inch above the driver's helmet.

E.) All new frames and/or roll cages built on or after January 1st, 2006, an additional vertical side brace is required on the left side in vertical alignment with the steering wheel.

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.

### **12.7.3 Driver Side Intrusion Plate**

A.) A minimum 1/8" (.125") thick magnetic steel intrusion plate on the driver's side door bars is mandatory.

B.) Approved Installations:

i.) Welded plates- Individual plates between door bars are permitted but must be weld around the perimeter of each opening. Minimum area covered is 16inches by 26 inches.

ii.) A minimum of 16" x 26" plate bolted to fabricated 1/8" (.125") magnetic steel tabs, welded securely to the chassis, using a minimum of eight (8) x 3/8" Allen button head bolts. A minimum of three (3) fabricated 1/8" (.125") magnetic steel tabs and 3/8" Allen button head bolts required across top of the intrusion plate, a minimum of three (3) fabricated 1/8" (.125") magnetic steel tabs and 3/8" Allen button head bolts required across the bottom of the plate, and one (1) fabricated 1/8" (.125") magnetic steel tabs and 3/8" Allen button head bolt in each in the middle front and middle rear of intrusion plate.

iii.) A minimum of 16" x 26" plate bolted to a minimum of six (6) approved-design door bar clamps using the included 12 x 1/2" Allen button head bolts per the manufacturer's specification. A minimum of three (3) approved-design door bar clamps and the included six (6) x 1/2" Allen button head bolts required across top of the intrusion plate and three (3) approved-design door bar clamps and included six (6) x 1/2" Allen button head bolts required across bottom of intrusion plate. Vendor and part number must be clearly labeled on part.

iv.) Current approved-design door bar clamps (as of December 1, 2018) – in order of submission:

- 1.) Allstar Performance – Part Number: ALL4198
- 2.) Bicknell Racing Products – Part Number: BRP 954
- 3.) Wehrs Machine & Racing Products – Part Number: WM39

#### **12.7.4 Weight and Ballast**

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

B.) After the A-Main, an additional weight allowance will be given at the rate of one pound (1lbs.) per lap for fuel burn off. Allowance will also be given for laps run under caution, at the discretion of the Series officials.

C.) Scales will be available at all Lucas Oil Midwest Late Model Racing Association sanctioned events. The scales used by the Lucas Oil Midwest Late Model Racing Association will be considered the official scales for the event. Lucas Oil Midwest Late Model Racing MLRA Association officials have the right to weigh any car at the official's discretion.

D.) 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 must be secured by two (2) half inch (1/2") Grade 5 or higher bolts on two (2) weight clamps per piece. 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.

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

F.) All added weight(s) must be securely attached to the frame below the body decking. Additional added weight(s) attached to the rear bumper and/or outside the frame will not be permitted.

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

H.) No weights may be attached to the rear bumper.

I.) Driver operated weight adjustment, 'weight jacking' devices will not be permitted.

J.) In the event of a car not meeting the required overall weight, Officials may allow a car to re-weigh up to (2) two additional times by removing the car from the scale(s) and repeating the weighing procedure. If a car is allowed to re-weigh the overall weight of the car recorded during the final weighing procedure will be the "official" weight of the car.

### **12.8 Bodies**

#### **12.8.1 Overall Appearance**

A.) The car must be neat in appearance and must display the car number on the front nose and the rear fuel cell. The minimum height for the number will be 6"-inches.

B.) The car must have legible numbers on each side and on the roof a minimum of 18"-inches high.

#### **12.8.2 General Body**

A.) The nosepiece must match the body style of the make and manufacturer of the car and be the same as the make and manufacturer of the motor (GM, Ford, Mopar).

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 with no openings and be constructed to provide maximum safety.



- D.) Fins and/or lips of any-type will not be permitted anywhere along the entire length of the car.
- E.) The bodyline must be a smooth even line from front to rear.
- F.) No "slope noses" or "wedge cars" permitted. Noses must be stock appearing, subject to Series template.
- G.) "Belly pans" or any type of enclosure on the bottom of the car will not be permitted. A skid plate to protect the oil pan is permitted. A maximum 1/8" skid plate will be permitted.
- H.) Wings and/or tunnels and/or any type of air deflection device will not be permitted underneath the body and/or chassis of the car.
- I.) 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, or heavy gauge wire. The cover may only be mounted near the unit it is designed to protect with a maximum size of 18" x18" and only mounted from the upper right frame rail to the lower right frame rail.
- J.) Panels of any type under the rear deck running from the front to the rear of the car will not be permitted.
- K.) Driver's seat must remain on the left side of the driveline.
- L.) Front window bars are mandatory.
- M.) 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.
- N.) All non-approved bodies or any section(s) of the body can or will be assessed a fifty pound (50lbs.) minimum weight penalty. Placement of the weight will be at the discretion of the Technical Director.
- O.) No panels of any kind under the rear deck running from the front to the rear of the car. Bracing from the fuel cell top from front to rear is legal.
- P.) Any air cleaner scoops used must be positioned in front of or around the air cleaner and cannot exceed one inch (1") in height above any part of the air cleaner. The scoop cannot be designed with fins or raised edges to direct airflow. The scoop cannot 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 cannot have more than one inch (1") opening in height at the front.

### **12.8.3 Nosepiece**

- A.) The Lucas Oil Midwest Late Model Racing Association Technical Inspector must approve all stock nose pieces.
- B.) Approved nose assemblies must be installed per the manufacturer's instructions. All nose assemblies must meet the maximum/minimum dimensions, shall maintain manufacture appearance, and not be altered.
- C.) Front nose assemblies, not meeting the maximum/minimum dimensions, at the series discretion, may be permitted to compete as a "non-conforming" nose with a minimum of 50 additional pounds mounted in front of the motor plate. At series discretion, degree on non-compliance may require additional weight and/or placement of penalty weight in front of radiator.
- D.) Nose pieces must be made of molded type material.
- E.) Nose filler panel shall be flat across to entire surface, dishing or raising prohibited.
- F.) Two (2) piece noses must be fastened together in the center. No spacers to gain width or cutting to narrow the overall width of the nose are permitted.
- G.) The nose must be mounted flat where the filler panel and nose piece meet. Nose pieces may not be

altered from its original shape. Nose pieces will be checked with a template. Nose will be pushed against mounting supports to gauge its profile against the template.

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

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

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

K.) Front fender flares must have collapsible support.

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

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

N.) 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.

O.) Holes for cooling purposes must be within ten inches (10") from the center point of the nose (where the left and right panels of the nose and/or valance come together).

#### **12.8.4 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 mounted directly to the roll cage with no spacers.

D.) The roof must be mounted parallel to the body and near the center of the car.

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 the roof).

F.) Flat and/or odd shaped roofs will not be permitted. Bellied and hollowed roofs will not be permitted.

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

H.) A maximum of two (2) roof edge bead rolls of a maximum height of ½"-inch the length of the roof will be permitted.

I.) The roof posts and spoiler support(s) must not overlap.

J.) The maximum thickness of the roof at any point will be ½"-inch.

K.) The roll cage and associated frame members above the interior panels (decking) must remain open. Enclosures will not be permitted.

#### **12.8.5 Roof Supports and Window Side Panels**

A.) All roof side panels must extend to the edge of the body.

B.) 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.

C.) The left and right-side window panels must match.

D.) The front roof supports must extend forward to the rear of the hood. The front roof supports may be a maximum of 4"-inches wide. The left and right front roof supports must match.

E.) Sail Panel Windows Openings must be a border frame of two to three inches (2-3") at the top and sides and three inches (3") at the bottom with no tolerance.

F.) All cars must have a minimum of three inches (3") and a maximum of four inches (4") between the sail panel and spoiler side where they meet the deck.

G.) 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.

#### **12.8.6 Front Fenders, Fender Flares, 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 the car. Fenders must taper from outer edge to hood in a straight line. Fender material must be flat with no bubbles. The fender top must have a 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 with a one inch (1") tolerance.

C.) No part of the 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.

E.) The outside edges of the hood and/or the fender must remain inside the overall bodyline.

F.) The front fender flares must not extend beyond the front tires more than 1"-inch per side to a maximum width, edge-to-edge, of 90"-inches in width with the wheels pointed straight.

G.) If the hood is dropped, the deck must remain flat. If your hood remains flat, a drop of the deck will be allowed. The maximum drop will be 2"-inches. If the interior is dropped, the hood and fenders must remain flat behind the air cleaner.

#### **12.8.7 Doors**

A.) The door-to-door measurement cannot exceed seventy-six inches (76") in width at the top of the doors. One inch (1") tolerance.

B.) The door-to-door measurement cannot exceed eighty-nine inches (89") in width at the bottom in the center of the car. One inch (1") tolerance.

C.) The doors must not exceed 37"-inches in height when measured from the ground to the top of the door. The measurement from the rear of the top deck to the highest point of the right front fender must be a straight line that must be within 1 inch when a straight edge or string is installed on the racecar the entire surface of the body must be within 1 inch of the plane.

D.) The door sides may not break inward from the top 76"-inches and bottom 90"-inch measurements. Hollow and/or belled doors will not be permitted.

E.) The minimum ground clearance permitted is three inches (3").

#### **12.8.8 Quarter Panels**

A.) Quarter panel can be a maximum of forty-nine inches (49") from center of rear hub to rear edge measured horizontally. Quarter panel can be a maximum of fifty-four inches (54") from the center of the hub to the rear T-bar at spoiler with no tolerance.

B.) Tire clearance from the body must be a minimum of two inches (2"). No wheel skirts permitted.

C.) At no point can quarter panel sides break in towards the 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.

F.) Plastic quarter panels will be allowed on the right side of the car only. Plastic quarter panels will not be permitted on the left side of the car.

#### **12.8.8.1 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 hinge 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.

#### **12.8.9 Spoilers, Spoiler Braces, and Spoiler Supports**

A.) Only aluminum and/or Lexan and/or Lexan-type rear spoilers will be permitted.

B.) The maximum overall height of the rear spoiler will be 8"-inches. The maximum width of the rear spoiler, including braces and/or supports is 72"-inches.

C.) The rear spoiler must begin at the deck and extend 8-1/4"-inches from that point. Mounting hardware, hinges, etc. will be included in the 8-1/4" inch measurement. Suspending the spoiler to create a wing-type device will not be permitted.

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.) The outside spoiler supports must not be mounted any wider than the top of the quarter panel(s) and must be centered on the rear deck.

G.) If aluminum angle is used to brace the upper edge of the spoiler, the angle must not add to the height and/or length of the spoiler in any way.

#### **12.8.10 Interior**

A.) The interior of the cockpit must be a minimum of 11"-inches below the top of the roof and/or roll cage, measured perpendicular to the ground from the bottom of the roof to the cockpit deck. Roof rolls are not part of the measurement.

B.) The side window opening(s) must be 15"-inches from the top of the door to the bottom of the roof.

- C.) Support bars that block the right window from the driver exiting the cockpit will not be permitted.
- D.) A rock guard (Lexan screen) can be no higher than 4 inches and no farther back than the front edge of the right-side head rest.
- E.) If the interior deck drops, the drop must begin at the rear of the engine plate with a maximum of 4 inches and must not drop below 4 inches at the rear of the hood. The start of the dropped interior must remain closed as a part of the fire wall. The entire width must be closed off with sheet metal.
- F.) The interior must gradually taper up to the quarter panel height and must be level for a minimum of 20 inches from the rear of the quarter panel and deck.

#### **12.8.11 Driver Compartment**

- A.) A full metal firewall fabricated from magnetic steel and/or aluminum must encompass the driver's compartment from front-to-rear, on both sides and floorboards.
- B.) All cars must be equipped with a quick-release type steering wheel that is a full circle.
- C.) Mirrors of any-type will not be permitted.
- D.) Radios and/or electronic and/or data communication devices will not be permitted.
- E.) Any edge and/or sheet metal end in and around the driver compartment must be protected with trim and/or beading and rounded. Sharp and protruding edges will not be permitted.
- F.) A substantial rock guard with a minimum of three (3) additional roll bars must be mounted in front of the driver. The rock guard must be made from wire screen. Windshield screens must be a minimum of .090 inches and must be securely fastened.
- G.) Cockpit adjustable components except for brake bias adjusters will not be permitted. Adjusters of any-type, including but not limited to adjustable shocks, hydraulic or pneumatic weight jacks, trackers, ignition boxes or similar adjustable components will not be permitted inside the cockpit of the car or within reach of the seated driver.

#### **12.8.12 Body Skew**

- A.) The measurement of the left rear quarter panel from the center of the hub to the rear of the quarter panel should not exceed 54"-inches. Measuring 6'-feet from the left rear quarter panel to the right rear quarter panel, then 8'-feet forward along the right-side door, the diagonal measurement from that point to the top of the left rear quarter panel should not exceed 118"-inches.

#### **12.9 Brakes, Brake Components, Wheel Hub**

- A.) Brake calipers must be manufactured of aluminum.
- B.) The brake caliper including brake caliper pistons must be used as produced by the brake caliper manufacturer.
- C.) Brake rotors must be manufactured of magnetic or stainless steel.
- D.) Brake rotors must be used as produced by the brake rotor manufacturer.
- E.) Wheel hubs must be manufactured of aluminum or magnesium.
- F.) Wheel hubs must be used as produced by the wheel hub manufacturer.
- G.) 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.

H.) On-track three-wheel braking is allowed.

## **12.10 Suspension, Suspension Components, Spring, Shocks, and Steering**

### **12.10.1 General**

A.) Rear suspension designs and applications are constantly evolving. Although the intent of the rear suspension rules is an attempt to accommodate most of the suspension and suspension component designs and applications currently being used in competition, the rules cannot be absolute. All new designs or modifications to an existing suspension and/or suspension component must be communicated to and approved by the Technical Director before being used in competition.

B.) Rear suspension must utilize either coil or leaf springs.

C.) Rear suspension configuration used on current and new chassis(s) must be the design commonly known as four (4) link. Older cars currently competing with other rear suspension designs will be allowed to compete until further notification at the discretion of the Technical Director.

D.) Regarding swing arm and/or Z-Link suspension, these suspension types are permitted. The shock on a swing arm or z-link rear suspension may mount to the bird cage or bottom radius rod. Top and bottom solid links must be mounted on hiems and run in the opposite direction of bird cage.

E.) Bump sticks are not allowed anywhere on the car.

### **12.10.2 Front Suspension**

A.) All cars must utilize independent front coil spring suspension consisting of (1) one right and (1) one left lower control arm, (1) one right and (1) one left upper control arm, (1) right and (1) one left spindle, (1) one right and (1) left shock, and (1) one right and (1) one left spring / spring stack.

i.) Lower control arms must be fabricated using magnetic mild steel or 4130 chrome moly tubing.

ii.) Lower control arms may be of the "A" frame design with (2) two inner pivots or the Ford design with (1) one inner pivot and a strut rod to secure the control arm fore and aft movement. The strut rod may be mounted either forward or rearward of the control arm.

iii.) All lower control arm frame mounts must be welded to the applicable frame rail. (The right lower control arm mounts must be welded to the right-side frame rail and the left lower control arm mounts must be welded to the left side frame rail.) This procedure applies to the Ford style including the strut rod as w

iv.) Lower control arm mounts, (inner pivot points) must remain to the outside of the front frame centerline for the respective side.

v.) The frame mounts for the lower control arm inner pivots may be adjustable by (2) two methods:

1.) A series of single round holes.

2.) A machined slot that will accept a steel "slug" with a single round mounting hole(s).

vi.) Both methods of mounting must produce a secure non-moveable mount when assembled and tightened.

vii.) Upper control arms must be fabricated using magnetic mild steel or 4130 chrome moly tubing.

viii.) Upper control arms may be either the "A" frame type design with or without a shaft or the individual tube type with individual inner pivot mounts.

ix.) All upper control arm frame mounts must be welded to the applicable frame rail. (The right upper control arm mounts must be welded to the right-side frame rail and the left upper control arm mounts must

be welded to the left side frame rail.)

x.) The frame mounts for the upper control arm inner pivots may be adjustable by optional methods including but not limited to:

- 1.) A series of single round holes.
- 2.) A machined slot that will accept a steel "slug" with a single round mounting hole(s).
- 3.) A machined slot with a capture eccentric (cam) type adjuster.

xi.) All methods of mounting must produce a secure non-moveable mount when assembled and tightened.

xii.) Spindles must be fabricated or forged using magnetic mild steel.

xiii.) If separate, spindle steering arms must be welded to the spindle.

xiv.) Steering arms must remain below the spindle pin.

xv.) Spindles must connect to the upper and the lower control arms by utilizing ball joints, mono-balls, or spherical rod ends.

### **12.10.3 Axle Housing, Rear Differential**

A.) The axle housing must be of the "closed tube" design utilizing "full floating" magnetic steel axle shafts.

B.) The center section of the axle housing must be manufactured of either aluminum or magnesium.

C.) 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 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.

D.) Axle tube, including axle tube sleeves, donuts, or added parts may not exceed (3) three inches O.D. (outside diameter) at any point from center section to hub.

### **12.10.4 Rear Suspension Frame Mounts**

A.) The frame/roll cage structure must have integral welded mounting brackets for the attachment of rear suspension components. Frame suspension mounts may be welded or bolted securely (without any movement) to the frame/roll cage structure.

B.) The only materials used to fabricate frame suspension mounts that will be permitted are magnetic steel or aluminum.

C.) Frame suspension mounts must be double shear configuration for mounting suspension components.

D.) Double shear frame suspension mounts must be a minimum of 3/16-inch thickness on both sides of the mount.

E.) All frame suspension mount component mounting holes must be round and sized correctly for the fastener being used. Clearance between the fastener and the mounting hole must not exceed the next fractional drill size. Example: 1/2-inch fastener, 33/64-inch mounting hole.

### **12.10.5 Axle Housing Mounts**

A.) Only one (1) axle-housing mount per side will be permitted.

B.) 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.

C.) 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.

D.) Axle housing mounts may be a solid (welded) type or a floating type (birdcage) design.

E.) The final assembled axle-housing mount must be a one (1)-piece mount. When a floating type of mount (birdcage) is fabricated using two (2) pieces, the two (2) pieces must create a common one (1)-piece pivot (barrel). The two (2) pieces must be fastened or welded together to prevent independent movement of the two (2) pieces. The axle-housing mount must attach directly to the axle tube with clearance only to permit rotation of the entire mount. Fore, aft, or vertical movement of the mount or the axle housing within the mount will not be permitted.

F.) Mounts for suspension attaching (radius) rods must be an integral part of the axle-housing mount. The mounts may be either a single or double shear configuration. When using a single shear configuration, a minimum thickness of 1/4 inch for magnetic steel or 1/2 inch for aluminum is required. When using a double shear configuration, a minimum thickness of 3/16 inch for magnetic steel or 1/4 inch for aluminum is required. Dynamic movement of any mount other than a rotating and pivoting movement because of suspension travel will not be permitted.

G.) Unless otherwise authorized by the Technical Director, the mounting of any component(s) other than suspension attaching (radius) rods or shocks will not be permitted on the axle housing mounts.

#### **12.10.5 Rear Suspension Attaching (Radius) Rods**

A.) A maximum of two (2) attaching (radius) rods per side will be permitted.

B.) The only materials used to fabricate attaching (radius) rods that will be permitted are magnetic steel or aluminum.

C.) Attaching (radius) rods may be solid or tubular material. The material may be round or hexagon in shape.

D.) Spherical rod ends, or steel clevises must be used at the end of each rod for pivoting, static length adjustment, and mounting. Bushings of any type will not be permitted.

E.) The final assembled attaching (radius) rod must not have the capability to change length dynamically by any means or devices.

i.) Only the lower left Radius Rod can be bent. Both Right side and Top Left Radius Rods must be straight.

F.) Spherical rod end sizes may be a minimum of a 5/8-inch rod end body with a 1/2-inch bearing to a maximum of a 3/4-inch rod end body with a 3/4-inch bearing.

G.) In all applications, the correct size fastener must be used when mounting the spherical rod end to a bracket (example: 1/2-inch fastener must be used with a 1/2-inch bearing and mounting hole). Metal step spacers will be permitted to reduce the hole size of the spherical rod end bearing.

H.) Attaching (radius) rods must mount directly to the frame suspension mount at the forward end and to the axle-housing mount at the rearward end.

I.) All rear suspension fasteners must be magnetic steel with a minimum diameter of 1/2 inch. The use of grade 8 fasteners is highly recommended. All fasteners must be correctly sized for the component and application of use.

J.) When rear suspension assembly is completed, the attaching (radius) rods must have a minimum of eight (8) inches between the pivots at both the frame suspension mount and the rear axle-housing mount.

#### **12.10.6 Rear Travel Limiter (Droop Rule)**

A.) A vertical travel limiting chain must be installed on the left rear of the car from the left rear axle housing to the frame. The travel limiting chain must attach to a bearing type mount on the left rear axle tube between the birdcage and the edge of the left rear bell of the axle housing, and to the left rear frame directly above the chain mount on the rear axle. Travel limiting chains must be installed so that when taunt they are as close to



vertical as possible. One compliance device may be used. The compliance device must not be more than one inch (1") thick, two and one-half inch (2 ½"), (without a load applied) and remain completely open and visible. Compliance devices can be rubber or any like material but must not be installed in any type of a canister. Springs, spring loaded, and/or pneumatic devices will not be permitted. No tapered, beveled or roller skate style of compliance rubber will be allowed. Must be solid material, same diameter top to bottom, not hollowed or drilled to soften material.

B.) The travel limiting chain including the compliance rubber must be installed so that when the car is jacked up from the rear the chain assembly is tight (no slack). The travel limiting chain is subject to inspection at any time during the event at the discretion of the Officials, including but not limited to, qualifying, heat races, Last Chance Showdowns, and the Feature. Cars will be jacked up on the under-slung frame rail between the center of the rear axle and the Panhard bar mount. The left rear under-slung rail must be located between the left rear birdcage and the edge of the left rear axle housing bell. If a chassis is not of the under-slung design, then the car will be jacked up on the left rear frame rail closest to the Panhard bar mount. Cars will be jacked up until a .040"-inch shim will slide between the left rear tire and the ground. The right rear tire must also be off the ground. Once the car is jacked up as described a vertical measurement will be taken from the ground to top trailing edge of the rear deck bar, 6"-inches inboard of the left rear quarter panel outer edge. The measurement must not exceed 51"-inches. (Cars without a left rear underslung must not exceed 50"-inches.). Failing to meet this rule will result in disqualification.

#### **12.10.7 Torque Control Devices**

A.) Lift arm assemblies and pull bars will be permitted.

B.) Only one (1) torque control device may be used.

C.) Lift arms must attach to the axle housing using a mounting configuration that prevents any movement between the lift arm and the rear axle housing. A gusset or brace bar to prohibit side-to-side flex will be permitted.

D.) The forward end of the lift arm may use a spring over shock assembly (5th coil), a spring or bushing, and a limiting chain.

E.) Pull bars may be adjustable on both ends; however, the adjustments must remain fixed during competition. Adjustors within reach of the driver will not be permitted. No hydraulic or pneumatic pull bars will be permitted.

#### **12.10.8 Springs**

A.) The front suspension must use magnetic steel coil springs.

B.) The rear suspension may use coil or leaf springs. The coil springs must be magnetic steel. Leaf springs may be either magnetic steel or a composite material.

C.) Coil springs may be used individually or stacked.

#### **12.10.9 Shock Absorbers**

A.) Shocks are intended to dampen and help control spring frequencies in both the compression and rebound motions. The amount of force applied to move the shock piston and shaft assembly may be varied with the option of shock "builds" however the piston and shaft assembly must have the ability to move in both directions.

B.) Mono-tube, single piston, nitrogen gas charged shocks will be permitted. All shocks must utilize mechanical oil controls, such as: spring shim(s), drum and disc(s), check ball and spring, needle and seat for internal and external shock adjustments. Magnetic and/or electro-magnetic controls are not permitted. Remote nitrogen gas reservoirs will be permitted. The remote reservoirs may contain a compression adjuster. Adjustments described above are the only shock adjustments that will be permitted.

C.) Shock adjustments while the vehicle is in motion will not be permitted.

- D.) Shocks and shock components may only be manufactured from steel or aluminum.
- E.) Rotating parts will not be permitted inside or mounted to the shock absorber. Inertia/gyro style shocks are not permitted.
- F.) Thru-rod shocks will not be permitted.
- G.) Unless otherwise authorized, all shocks must be mounted as close to vertical as possible.
- H.) Approved shock locations are as follows:
- i.) One (1) shock will be permitted at each front wheel.
  - ii.) One (1) shock will be permitted at the right rear wheel.
  - iii.) Two (2) shocks will be permitted at the left rear wheel. When using only one (1) shock at the left rear wheel, the shock must be mounted behind the rear axle tube. When two (2) shocks are used at the left rear wheel, one (1) shock must be mounted behind the rear axle tube and the second shock must be mounted on top of or forward of the rear axle tube.
  - iv.) One (1) shock will be permitted mid-ship at the front of the lift arm assembly.
  - v.) One (1) braking shock will be permitted. The shock must be mounted within three (3) inches of the center line of the rear axle center section. This shock must be mounted horizontally.
- I.) Prior to introduction into competition a new design shock absorber must be submitted to Lucas Oil Midwest Late Model Racing Association for approval. Shock absorber manufacturers may be required to provide a board of components for inspection and display.
- J.) Air shocks are permitted.
- K.) Maximum shock body outside diameter is two (2"), half-inch inches (0.50")
- L.) Maximum front shocks length is twenty-one inches (21"), measured center to center of the shock eyes.
- M.) Maximum rear shocks length is twenty-seven inches (27"), measured center to center of the shock eyes.

## **12.11 Steering Components, Wheels, and Tires**

### **12.11.1 Steering Components**

A.) Only one power steering pump allowed. Electronic steering and/or electronic steering components will not be permitted.

### **12.11.2 Wheels**

- A.) Only aluminum wheels will be permitted for competition.
- B.) The wheels must be mounted to the hubs utilizing lug nuts. "Knock off" and/or single type wheel mounting systems will not be permitted.
- C.) The maximum wheel width that will be permitted is 14"-inches.
- D.) 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.
- E.) The maximum front track width will be 90"-inches and the maximum rear track width will be 88"-inches, measured from the outside edge of the tire to the outside edge of the tire.
- 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.) Wheel/Air Bleeders are not allowed anywhere on the car.

I.) 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.

### **12.11.3 Tires**

A.) Lucas Oil Midwest Late Model Racing Association Tire Rule:

- i.) Tire Rule maybe announced before each event MRLA event.
- ii.) Only Hoosier (90) 20,30,40, WRS D55, D21, (28.5) 1350 can be used on Left Front.
- iii.) Only (90) LM20 on RF / LR.
- iv.) Only (92) LM30 on RR.
- v.) Visit **[www.mlrracing.com](http://www.mlrracing.com)** for the most up to date tire rule(s).

B.) The maximum size for any tire in competition is 11"-inches x 29"-inches x 15"-inches, unless otherwise specified and made known to all competitors.

C.) The maximum outside circumference of the tire will be 93"-inches, unless otherwise specified and made known to all competitors.

D.) The maximum width of the tires measured from the outside edge(s) of the sidewalls across the face of the tire will be 16  $\frac{3}{4}$ "-inches. There will be a tire hoop used for inspection and the tire must pass through the tire hoop freely, without any manipulation or outside contact.

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 unnatural chemicals, no hazardous or non-hazardous components or chemicals which alter the factory set baseline-settings of a given tire.

G.) All sidewall markings must be always visible. No buffing, removing, or altering of the compound designations.

#### **12.11.3.1 Tire Penalties and Infractions**

A.) Durometer

- i.) First offense for the 2022 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.) Second offense for the 2022 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.) First offense for the 2022 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.

### **12.12 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 driveways 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 Midwest Late Model Racing Association 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.

### **12.13 Decals**

A.) There are certain decals that must be carried on the car, 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 Midwest Late Model Racing Association 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.

### **12.14 Contingencies**

A.) Certain other product manufacturers will be awarding contingency money to drivers finishing the A-Main. These awards are dependent upon the manufacturer's decal being present 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 A-Main will be checked by Series personnel for the appropriate decals.

B.) Any other Lucas Oil Midwest Late Model Racing Association sponsor decal that is present 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.

### **12.15 Series Uniform Logo Patches**

A.) All Lucas Oil Midwest Late Model Racing Association 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.

### **12.16 Miscellaneous**

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.