



2023 RULE BOOK

LUCAS OIL MLRA
18842 Speedway Drive
PO Box 8
Wheatland, MO 6579
www.mlrracing.com

Table of Contents

1.0 Lucas Oil MLRA Series

- 1.1 Series Contacts
- 1.2 Preface
- 1.3 Definitions
- 1.4 Conduct Policy
- 1.5 Identity

2.0 Series Championship

- 2.1 2023 Points Fund
- 2.2 Points Fund Payout Criteria
- 2.3 Tie Breakers
- 2.4 Awards Banquet

3.0 Rookie of the Year Program

- 3.1 2023 Points Fund
- 3.2 Points Fund Payout Criteria
- 3.3 Application Process
- 3.4 Eligibility
- 3.5 Approval

4.0 Points Breakdown

- 4.1 Earning Points
- 4.2 Hardship
- 4.3 Rain Outs

5.0 Winners Circle Program

- 5.1 Winners Circle Fund
- 5.2 Eligibility

6.0 Rain Outs

- 6.1 Rain Delays
- 6.2 Postponements

7.0 Pre-Race Procedures

- 7.1 Registration
- 7.2 Entry Fees
- 7.3 Technical Inspections
- 7.4 Tire Marking
- 7.5 Drivers Meeting
- 7.6 Provided Nose Decals
- 7.7 Contingency Decals

8.0 On Track Procedures

- 8.1 One Way Driver Communications
- 8.2 Flagging Procedures
- 8.3 Starts
- 8.4 Cautions
- 8.5 Lucky Dog Award
- 8.6 Restarts
- 8.7 Racing Off Track
- 8.8 Spin Outs

9.0 Event Procedures

- 9.1 Practice Sessions
- 9.2 Race Format
- 9.3 Changing Cars
- 9.4 Pre-Race Staging
- 9.5 Ten Minute Call
- 9.6 On-Track Safety Concerns

10.0 Provisional and Alternate Starting Positions

- 10.1 Points Provisional Starters
- 10.2 Emergency Provisional Starters
- 10.3 Promoters Option
- 10.4 Alternates

11.0 Purse Money

- 11.1 Pay to Policy
- 11.2 Collection of Purse Money

12.0 Penalties

- 12.1 Tires
- 12.2 Droop
- 12.3 Conduct
- 12.4 Weight
- 12.5 Bodies

13.0 Driver Personal Protection Equipment

- 13.1 Helmets
- 12.2 Head & Neck Restraints
- 12.3 Fire Suits
- 12.4 Gloves
- 12.5 Socks
- 12.6 Shoes

1.0 Lucas Oil MLRA Series

1.1 Series Contacts

Ernie Leftwich
Series Director
417-309-3509
ernie@lucasoil.com

Missy Holman
Administrative Manager
816-516-0830
mholman@lucasoil.com

1.2 Preface

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

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

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

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

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

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

1.3 Definitions

A.) Disqualification/ Disqualified – driver/ team will not be allowed to take any further part in 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.

B.) Black Flag – If the black flag is displayed, the driver that the flag is being displayed toward must exit the track immediately. If the driver fails to comply, they will no longer be scored from the point the black flag was displayed. In both cases, the driver will be scored last in the running order.

C.) Cancellation – changes to the schedule where an event or group of events is canceled, not rescheduled, and therefor will not be contested.

D.) Postponement – an event has been delayed or cannot be contested as originally scheduled and will take place at a later date.

E.) Provisional – a performance-based exemption for a driver who did not qualify for an A-Main through preliminary events.

1.4 Conduct Policy

The Lucas Oil MLRA Series is a professional organization and will conduct itself so in its dealings with everyone, including fans, drivers, team members, series sponsors, team sponsors, tracks, and the Press. The Series

therefore expects the same from its Drivers, Team Members and Team Sponsors. The Series organizers and officials therefore reserve the right to take disciplinary action against anyone who brings the Series into disrepute by their actions, either on or off the track.

In the event of any felony conviction of a driver, team member or team sponsor, the disciplinary action shall be a minimum one-year ban from the Series. 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 MLRA Series Events.

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

The decisions made, and the disciplinary actions taken, by the Series organizers and officials hereunder shall not be appealed by the driver, team member or team sponsor affected thereby.

Unsportsmanlike Conduct: Any driver/ crew member/ participant found by Lucas Oil MLRA Series 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 MLRA Series will receive a penalty. This includes any aggressive action toward a Lucas Oil MLRA Series 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 MLRA Series or a Lucas Oil MLRA Series official. Driver/ Crew Member/ Participants are solely responsible for the actions of all team members at all times. In the event that a team member shows unsportsmanlike conduct, Lucas Oil MLRA Series 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.

1.5 Identity

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

2.0 Series Championship

2.1 2023 Points Fund

The 2023 Lucas Oil MLRA Series point fund:

1st	\$20,000
2nd	\$10,000
3rd	\$ 7,500

4th	\$ 5,000
5th	\$ 4,500
6th	\$ 4,000
7th	\$ 3,000
8th	\$ 2,500
9th	\$ 2,000
10th	\$ 1,500

2.2 Points Fund Payout Criteria

Drivers must compete in 100% of events during the Lucas Oil MLRA Series season to be eligible for points fund awards.

2.3 Tie Breakers

Any ties in point standings will be broken in the following order:

- A.) First by number of wins in events where points were earned.
- B.) Second by number of second-place finishes in events where points were earned.
- C.) Third by number of third-place finishes in events where points were earned.
- D.) Continue by best finishes until the tie is broken.

2.4 Awards Banquet

The 2023 Awards Banquet (Date, Time, and Place to be announced). Any driver not attending the Awards Banquet will only receive half of their monetary award, which will be held until the first event of the 2024 season.

3.0 Rookie of the Year Program

3.1 2023 Points Fund

The 2023 Sunoco Rookie of the Year point fund:

1st	\$2,500
2nd	\$1,000
3rd	\$ 500

3.2 Points Fund Criteria

- A.) The Rookie of the Year Standings will be maintained based on the series championship points breakdown.
- B.) Drivers must compete in 100% of events during the Lucas Oil MLRA Series season to be eligible for points fund awards.

3.3 Application Process

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

B.) Application letters must be received before the first intended Lucas Oil MLRA Series event, or in any event prior to April 1, 2023, and the participant has perfect attendance.

3.4 Eligibility

The parameters for eligibility will include but will not be limited to; any competitor that has never competed in an entire previous season; any competitor may not have won more than five (5) declared Series races (qualifying and/or features) in their career; have exceeded a maximum of three (3) declarations of intent to participate for Rookie of the Year in any prior seasons and/or competed in 60% or more series events in a single season.

3.5 Approval

The Lucas Oil MLRA Series will have final approval on eligibility.

4.0 Points Breakdown

4.1 Earning Points

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

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

C.) B-Main Points will be awarded as follows to B-Main non-transfers (after provisionals are removed):

1st Non-Transfer	70	14th Non-Transfer	25
2nd Non-Transfer	65	15th Non-Transfer	25
3rd Non-Transfer	60	16th Non-Transfer	25
4th Non-Transfer	55	17th Non-Transfer	25
5th Non-Transfer	50	18th Non-Transfer	25
6th Non-Transfer	45	19th Non-Transfer	25
7th Non-Transfer	40	20th Non-Transfer	25
8th Non-Transfer	35	21st Non-Transfer	25
9th Non-Transfer	30	22nd Non-Transfer	25
10th Non-Transfer	25	23rd Non-Transfer	25
11th Non-Transfer	25	24th Non-Transfer	25
12th Non-Transfer	25	25th Non-Transfer	25
13th Non-Transfer	25	26th Non-Transfer	25

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

E.) Series Points and/or Fast Time Provisionals receive only A-Main points.

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

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

1st	200	14th	110
2nd	180	15th	105
3rd	170	16th	100
4th	160	17th	95
5th	155	18th	90
6th	150	19th	85
7th	145	20th	80

8th	140	21st	75
9th	135	22nd	75
10th	130	23rd	75
11th	125	24th	75
12th	120	25th	75
13th	115	26th	75

4.2 Hardship

Hardship points (seventy-five (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. In the event of a tie, the driver will be awarded the hardship points. The hardship points continue at each event thereafter until the driver returns. If a driver races at an event during a 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.

4.3 Rain Outs

If an event is canceled or postponed to a later date after the pit gates have opened and pit passes have been sold, all perfect attendance drivers/ car owners/ and hardship recipients will receive fifty (50) points.

5.0 Winners Circle Program

5.1 Winners Circle Fund

A.) Top Ten (10)

The highest eligible top ten (10) in points with perfect attendance will receive \$200. This money will be paid in addition to any purse money earned on the track.

- First two events of the new season will be based on the final points from the previous season.

B.) Additional Benefits

- Top 10 drivers with perfect attendance will receive two (2) free crew pit passes. The first two events of the new season will be based on the final points from the previous season.

C.) When an event is canceled or postponed to a later date after the pit gates have opened and pit passes have been sold, all eligible drivers/owners will receive 50% of their Winners Circle Fund.

5.2 Eligibility

A.) Winners Circle Fund is paid per venue, not nightly.

B.) Driver must maintain perfect attendance to be eligible.

6.0 Rain Outs

6.1 Rain Delays

A.) In a rain delay situation, Lucas Oil MLRA Series officials reserve the right to amend the racing format in the interest of time restraints and/or scheduling conflicts. The format change will be made with the race teams and fans best interest in mind. Changes will only be made if an event is in jeopardy of being lost due to re-scheduling availability, a time curfew, or inclement weather. Under these circumstances the number of laps for Time Trials, Heat Races, B-Main(s), and A-Main may be shortened.

B.) The A-Main must reach the halfway point before an event will be considered a complete event.

6.2 Postponements

A.) Should an event be postponed until later date, all events that have been completed will be upheld upon returning to the rescheduled event. Any driver not present on the previous date may compete upon payment of entry fee. Drivers entering an event in this way will be tagged on to the rear of events that are left to be completed, by the way they sign in.

B.) 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.

C.) If the event cannot be restarted and must be rescheduled for a late 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 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.

D.) Provisionals will be awarded based on the current rescheduled date standing. A driver must be present at the originally scheduled event, or have received hardship, to be eligible for a provisional at the rescheduled event.

E.) Drivers and crew members must retain armbands, or any other pit admission ticket to be re-admitted to a re-scheduled event. Tracks are not required to refund pit admission unless the event is not rescheduled.

7.0 Pre-Race Procedures

7.1 Registration

A.) It will be the responsibility of all drivers/ teams to sign in and pay their entry fees prior to the drivers' meeting. The sign in will be conducted at the Lucas Oil MLRA Series official trailer at a designated location in the pit area. The pill draw will be closed once the drivers' meeting begins. Drivers/ teams registering after the drivers' meeting will be assigned to the tail of the next on-track event.

B.) Each driver must read and 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 MLRA Series event. By signing the form, the driver understands that the rules and enforcement calls and decisions of the Lucas Oil MLRA Series are final.

C.) 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.

7.2 Entry Fees

All drivers/ teams will pay a \$110 entry fee for each event.

A.) In a multi-day event, where preliminary events set the line-up for the final event, only the preliminary feature events will have an entry fee.

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

C.) In the event of a cancellation, or postponement (other than next day), all entry fees will be refunded or held over at teams' request.

D.) 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 postponement will the entry fee be carried over to a future event.

E.) Drivers/ car owners with perfect attendance are not required to pay an entry fee.

7.3 Technical Inspections

- 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.) Any changes or alterations required must be completed, and the race car returned to technical inspection before Hot Laps.
- C.) After a race car has passed technical inspection, and sticker has been issued, no alterations can be made to the race car. Any changes to any part of body will result in loss of qualifying time or loss of position in next assigned race.
- D.) All race cars are subject to be inspected by the Lucas Oil MLRA Series Technical Director at any time during the event.
- E.) If a driver decides that changes need to be made to his/ her car (such as changing tires) once it has been put into position on the starting grid for the A-Main, he may not leave the grid to make changes until the field has been sent off on the warm-up lap. It is the driver's responsibility to return before the one-to-go signal has been given in order to start from the rear.
- G.) Rear car cover is allowed. It must remain on the rear of the car and must be fastened to the rear t-bar and cannot exceed outside of the rear quarter panels. The cover must be removed prior to leaving pit stall. No covers of any kind under the car or covering wheel openings.

7.4 Tire Marking

- A.) Unless otherwise stated, drivers are required to use the same set of four (4) tires for Time Trials, Heat Races, and B-Mains.
 - i.) It is the responsibility of each driver/ team to bring their four (4) tires for the event to the designated tire marking area.
- B.) In the event of a flat tire, the tire must be replaced with a used tire of the same compound and construction to retain starting position.

7.5 Drivers Meeting

- A.) It is the responsibility of all drivers to attend the drivers meeting. In most circumstances, the drivers meeting will be held prior to hot laps at the Lucas Oil MLRA Series official trailer.
- B.) Any rule, format or schedule changes will be discussed at the drivers meeting.
- C.) All drivers will be responsible for information discussed at the drivers meeting. The drivers meeting is not a social gathering. Driver and/or team representative attendance and attention are mandatory.

7.6 Provided Nose Decals

- A.) The Lucas Oil MLRA Series will provide each team with a set of mandatory decals, custom fit for the left and right nose of the car. These decals must be visible on both sides of the car. The Lucas Oil MLRA Series decal must be immediately behind the front wheel, at the top of the fender. The Lucas Oil MLRA Series is aware of and does not wish to create a conflict between drivers, teams, and their marketing partners.

7.7 Contingency Decals

- A.) All drivers will be given a contingency award packet at registration. The packet includes an explanation of each contingency award and its value. These decals must be visible on both sides of the car to be eligible for contingency awards.

8.0 On Track Procedures

8.1 One Way Driver Communications

A.) Nitro Bee or RaceCeiver one-way radios are required to be used in every segment of an event. The Lucas Oil MLRA Series uses the default frequency of 454.0000. If you do not own a Nitro Bee or RaceCeiver, the series has new units available for purchase.

B.) Race Director and Head Scorer are the only people permitted to transmit on a Nitro Bee or RaceCeiver device. Use of any other type of radio is not permitted.

8.2 Flagging Procedures

A.) Green Flag

- i.) When the starter displays the green flag, the track is open for racing.
- ii.) The green flag signifies the start of any race and/or time trial run.
- iii.) Passing will not be permitted before the green flag is displayed at the designated point.

B.) Yellow Flag

- i.) When the yellow flag is displayed and/or the yellow caution lights are illuminated, this signifies a caution period.
- ii.) When the yellow flag is displayed and/or caution lights illuminated passing will not be permitted unless instructed to do so by Lucas Oil MLRA Series officials.

C.) Red Flag

- i.) When the red flag is displayed all cars on the racing surface and in the pit areas must come to a complete stop in a controlled manner, while not stopping and/or driving through the area of the incident. Cars are not permitted to move for any reason unless instructed by a Lucas Oil MLRA Series official. Any car that moves during the red flag without permission will be penalized to the rear of the field. Continued movement under red flag may result in disqualification.
- ii.) All red flags are considered closed red flags unless Lucas Oil MLRA Series officials determine it needs to be an open red. In an open red flag a work area may be designated on the racing surface. All cars will be moved to the designated work area on the racing surface before work begins.
- iii.) Tire changes will not be permitted during 'open red-flag' conditions. In the event that a competitor changes a tire during an 'open-red-flag' that competitor will restart from the rear of the field on the ensuing restart. Crew members may not begin to work during an 'open-red-flag' situation until informed to do so by Lucas Oil MLRA Series officials.
- iv.) If Lucas Oil MLRA Series officials determine that it is a 'closed-red- flag' situation, then no work of any kind and/or type may be permitted during the red flag period.
- v.) During any red flag situation all drivers, unless involved in the incident, must remain in their car unless otherwise instructed by Lucas Oil MLRA Series officials.
- vi.) If the race is red flagged due to inclement weather conditions and cars have returned to their pit stall, work and tire changes will be permitted.
- vii.) Any car that is not involved in the red flag that leaves the racing surface will not be permitted to return to the event.

D.) Black Flag

- i.) If the black flag is displayed, the driver that the flag is being displayed toward must exit the track immediately. If the driver fails to comply, they will no longer be scored from the point the black flag was displayed. In both cases, the driver will be scored last in the running order.
- ii.) In the event that the black flag is displayed toward a car during a caution period and the car is cleared by Lucas Oil MLRA Series officials, the car may return to its position in the running order of the race as instructed to do so by the officials.

E.) White Flag

- i.) When the white flag is displayed this signifies that the leader of the race and/or the car that is qualifying has started the last lap of that event.

F.) Checkered Flag

- i.) The checkered flag signifies the completion of the event. All cars must pass underneath the checkered flag to be scored correctly on the final lap of the event.
- ii.) Any race and/or qualifying attempt is not completed until the checkered flag is displayed.
- iii.) If, for any reason, the race is run one (1) lap short or long, the race is officially over when the checkered flag has been displayed.

8.3 Starts

A.) All original starts will be double file and start at the designated start zone. The start zone will be approximately two car-lengths in distance. The driver on the pole sets the pace and starts the race within the designate start zone. If the driver on the pole has not accelerated by the end of the start zone, the second place (outside front row) may start the race.

- i.) Any driver jumping the original start will be moved back a row.

B.) If any driver is penalized to the rear of the field before one (1) complete lap is scored, the remainder of the field will be crossed for double file start.

8.4 Cautions

A.) Caution on First Lap

- i.) 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 rear. 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.

B.) Caution Procedures After First Lap

- i.) 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.
- ii.) 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.
- iii.) 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.
- iv.) In the event of a caution, the field will line up for restarts in the order of the last completed green flag lap. In order to retain position, a car must have been in position for one (1) scored green flag lap.
- v.) Laps will count when the leader plus three (3) cars cross the finish line.
- vi.) 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.

C. 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 official(s) may work on cars on the track. If the official(s) 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.

D.) All cars pitting under caution in the Heat, B-Main or A-Main will be allowed to re-enter the race and will be scored as long as they make the one to go or restart signal. All cars that miss the one to go or restart signal will wait until the next caution to re-enter the race. No cars will be allowed any re-entering of the race once the entire field has gone by 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.

E.) Drivers will get two (2) courtesy laps to change a flat tire. The courtesy laps begin to count when the official starter indicates that the field is safe, and all cars are out of danger. Drivers will re-join the event at the tail of the lap they are scored as long as they make the one to go signal restart.

F.) A designated hot pit area will be announced at the drivers meeting. At tracks where the layout allows for a distinguished hot and 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.

G.) Once the caution flag is displayed, 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 official, choice of either inside or outside. Rest of field will line up double-file.

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

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

H.) A driver that stops and is charged with a caution (single car) may proceed to the hot pit area but is not permitted to change tires unless a tire is flat.

8.5 Lucky Dog Award

A.) In only the A-Main event, at each caution flag the first car that is one (1) lap down to the field will be given back a lap.

i.) The highest running lapped car that is not involved in the caution period will be given one (1) lap back. In order to receive the lucky dog award, the driver must remain on the track. If the eligible driver exits the track, no alternates will be chosen. The Lucky Dog recipient may pit during the next caution after the race has attempted to restart.

ii.) A car will only receive a maximum of one (1) lap back per race. In the event that the highest running lapped car has already received the Lucky Dog, the next highest running lapped car that is not involved in the caution will receive the lap back.

8.6 Restarts

A.) Delaware 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 the inside or outside lane.

i.) Delaware double-file restarts will be used until three (3) remaining laps of any heat race or b-main event.

ii.) Delaware double-file restarts will be used until ten (10) or less remaining laps of any A-Main event.

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

B.) All restarts must be nose to tail. The leader may accelerate at will in turn four (4). Drivers, other than the leader, may not pass until they have passed the original start zone. 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.

8.7 Racing Off Track

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

8.8 Spin Outs

A.) Any driver that is involved in two (2) single car incidents during any A-Main resulting in a caution, will be black flagged from that event.

9.0 Event Procedures

9.1 Practice Sessions

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

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

9.2 Race Format

A.) Hot Laps

i.) All Drivers will be allowed one (1) Hot Lap session per day. Hot Laps will be conducted in groups in order, as per the draw. Drivers/ teams are responsible for knowing what group their driver/ team is in. Lineups will be posted at the Lucas Oil MLRA Series official trailer in the pits. Drivers must Hot Lap in their assigned groups. If a driver does not make it to the staging area in time for his assigned session, that driver will not be allowed to Hot Lap.

B.) Time Trials

i.) Time Trials will determine the lineups for Heat Races

ii.) Drivers must Time Trial in the order that they drew. If the driver misses their Time Trial spot, the driver will only receive one (1) lap at the end of the Time Trial line. If the driver uses this option, the driver cannot start better than the first non-transfer spot in a Heat Race. Example: if four (4) cars are transferring, the highest starting position will be fifth (5th).

iii.) It is the drivers/ teams' responsibility to be in their Time Trial spot-on time, in most instances, Time Trials will be immediately after Hot Laps.

iv.) In a case of twenty-seven (27) or less entrants, heads up Time Trials will be used. When twenty-eight (28) or more entrants are registered, a group Time Trial format (Group A/ Group B) will be used.

v.) Cars will Time Trial two (2) laps back-to-back. Once the green flag is given to the driver to start the Time Trial run, there will be no wave offs. Drivers exiting the track will not be allowed to return to Time Trial.

vi.) Cars will either be weighed before or after Time Trials, depending on the layout of the current track, and will be announced at the drivers meeting. All cars that are judged to weigh light crossing the scales after Time Trials will lose their 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 Time Trial order.

vii.) All cars must cross the scales at their sticker weight during Time Trials. There is no burn-off allowance for Time Trials.

C.) Heat Race Assignments

i.) Heats will be eight (8) laps unless otherwise notified in the drivers meeting for events.

ii.) In the event of Heat Race inversions, the race director will announce the inversions at the drivers meeting.

iii.) The number of transfers and Heats will depend on the number of entrants and will be announced at the drivers meeting. In most cases, twenty-seven (27) entrants or less will result in three (3) Heat Races; forty-eight entrants or less will result in four (4) Heat Races, forty-nine entrants or more will result in six (6) heat races.

iv.) No car will be allowed to change Heat Race or B-Main assignment. 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.

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

D.) B-Main Assignments

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

ii.) If more than sixteen (16) cars are present for the B-Main, they will be split into two (2) or more B-Mains.

9.3 Changing Cars

A.) Drivers may change cars at any time between Time Trials and 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.

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 series officials 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.

9.4 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.

B.) A tech inspection may occur before each event. It is the driver's responsibility to be in line early enough to pass through technical inspection. If the driver is not in line early enough to pass through tech, this will result in starting the rear of the field or possibly missing that event.

9.5 Ten Minute Call

A ten-minute call will be given prior to each A-Main. At the expiration of the ten-minute call, the Heat Race transfers must have rolled from their pit stall. If a driver misses the ten-minute call, that driver will start the rear of the field. A grace period may be awarded to the B-Main transfers.

9.6 On-Track Safety Concerns

A.) During a caution period, if a driver has a personal safety concern or medical issue, they may stop at the infield official in turn four (4) for assistance.

i.) **Helmet Changes:** At the discretion of the Series Director, if a driver suffers a broken helmet or helmet accessory, the driver may be granted a helmet change and retain his position.

ii.) **Medical Issues:** At the discretion of the Series Director, if a driver suffers a minor medical issue (i.e. Asthma attack, need of inhaler), the driver may be given the necessary attention and retain his position.

iii.) **Heat Advisory:** At the discretion of the Series Director, during extreme heat conditions a driver may be granted a bottle of water and retain his position.

iv.) Other issues will be handled on a case by case basis.

10.0 Provisional and Alternate Starting Positions

10.1 Points Provisional Starters

A.) A maximum of two (2) provisional starters will be allowed in the A-Main. Provisional starters will be the two (2) highest in points, first by driver then by owner with Perfect Attendance not qualified for the A-Main.

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

C.) During Speedweeks, the provisional starters will be determined from the previous year's final Driver/ Owner point standings. If all previous year's drivers have qualified, Provisionals may be awarded to drivers who have paid a Loyalty Deposit.

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

E.) 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.

10.2 Emergency Provisional Starters

A.) A maximum of four (4) emergency provisional starters will be allowed in any A-Main, starting after the qualified field. Emergency provisional starters will be the four (4) highest in points, first by driver then by owner with Perfect Attendance not qualified for the A-Main.

B.) During Speedweeks, two (2) emergency provisional starters will be from the previous year's driver/owner standings; two (2) emergency provisional starters will be from the current driver/owner standings.

C.) Once a perfect attendance driver has used his two (2) emergency provisionals he may be granted additional provisionals if all other perfect attendance drivers/owners are in the field.

D.) If a driver chooses to use an emergency provisional, he/ she will receive points for the A-Main finish but will only be awarded payoff for the difference of start money and their A-Main finish.

10.3 Promoters Option

The event Promoter has the option to start two (2) additional drivers at the rear 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 A-Main.

10.4 Alternates

A.) Any driver in the A-Main, 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. In the event that a driver is unable to make his assigned grid position, the following cars will be crossed, giving away the best positions. Alternates will join at the back of the field, and not in the empty positions.

11.0 Purse Money

11.1 Pay to Policy

Purse money will be paid to the payee designated on the Entry Form completed at registration. It is the responsibility of the driver/owner to report the correct tax information to the Lucas Oil MLRA Series.

11.2 Collection of Purse Money

Under no circumstances will Lucas Oil MLRA Series officials collect any prize money on behalf of a driver or team. If you have won money, it is your responsibility to collect, or make arrangements, with the Promoter – it is not the responsibility of the series officials. Prize money will not be collected, credited, or otherwise accounted for by any Series official before, during, or after an event.

12.0 Penalties

12.1 Tires

A.) Tires changes will not be permitted once a car has been presented to the starting grid/lineup area. Any cars making a tire change will forfeit their assigned starting position for that race and start from the rear of the field.

B.) Tires may be inspected at any time. Any violation with any tire presented for competition may result in immediate disqualification from the events and/or other penalties including but not limited to; loss of money, fine, loss of points, and/or suspension.

C.) The following penalties may be assessed for a tire found to be chemically altered following certified lab testing:

- i.) Driver must pay back 100% of on-track earnings for that event.
- ii.) Driver will be responsible for lab testing costs.
- iii.) A \$10,000 fine for driver and driver suspended indefinitely from Lucas Oil MLRA Series and Lucas Oil MLRA events.
- iv.) A \$5,000 fine for owner and owner is suspended indefinitely from Lucas Oil MLRA Series and Lucas Oil MLRA events.

12.2 Droop

A.) These penalties will be enforced on all Time Trials, Heat Races, B-Main and A-Main events:

- i.) Fifty-one and one-sixteenth of an inch (51-1/16") to fifty-one and one-half inch (51-1/2"):
 - a.) Post Time Trials will result in a one (1) row penalty in the original Heat Race line up.
 - b.) Post Heat Race, B-Main or A-Main will result in a four (4) position penalty for that event.
- ii.) Fifty-one and nine-sixteenths of an inch (51-9/16") to fifty-two inches (52"):
 - a.) Post Time Trials will result in a two (2) row penalty in the original Heat Race line up.
 - b.) Post Heat Race, B-Main or A-Main will result in an eight (8) position penalty for that event.
- iii.) Fifty-two and one-sixteenth of an inch (52-1/16") or higher:
 - a.) Post Time Trials will result in the driver being penalized to the rear of the original Heat Race line up.
 - b.) Post Heat Race, B-Main or A-Main will result in the driver being scored last for that event.
- iv.) In an event format where points are being earned toward an overall event tally, driver will retain any points earned prior to the infraction. The driver will be awarded points for any event in which an infraction occurred based on the above penalties.

12.3 Conduct

A.) Any physical confrontation, either on the track or in the pits, will result in the aggressor or aggressors being suspended for the next three (3) events, or payment of a \$1,500 fine plus the loss of three-hundred (300) points. A second offense will result in suspension for the remainder of the season.

i.) 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 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.

ii.) 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.

iii.) 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.

12.4 Weight

A.) All Cars will weigh in at the scales immediately before, or following, their Time Trial 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, the top five (5) that finish the race must cross the scales and weigh in correctly.

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 scored last place for that event.

12.5 Bodies

A.) A 50 lbs. penalty per infraction may be assessed.

13.0 Driver Personal Protection Equipment

13.1 Helmets

A helmet certified to Snell SA2015/FIA-8859-2015, Snell SA2020/FIA-8860-2018, SFI 31.1/2015 or SFI 31.1/2020 is required to be always worn during competition or on the racing surface.

13.2 Head & Neck Restraints

At all times during an event, drivers must connect their helmet to a head and neck restraint device/ system certified to SFI Spec 38.1. 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.

13.3 Fire Suits

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

13.4 Gloves

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

13.5 Socks

Socks certified to SFI Spec 3.3 are required to be always worn during competition or on the racing surface.

13.6 Shoes

Shoes certified to SFI Spec 3.3 are required to be always worn during competition or on the racing surface.