



Bill Rozhon, Alan Brown, and myself have worked very hard this winter to cut cost. As before, there will be no membership and no entry fees. The new Hoosier tire ( 700 ) and the locked in Sunoco Fuel price of \$6.50 per gallon will also help cut cost. We have a two year plan, and with our Sponsor's support, we hope that all races in 2011 will have a purse over \$10,000 - \$1,500 to win and \$300 to start the main event. Our \$11,000 point fund and bonus program, plus our \$10,000 tow money programs are all in place.

Rule changes for the 2010 season are:

1. ( 1-D ) Wickers and Roof Line
2. ( 3-B ) After market front steering
3. ( 3-D ) Shocks – Diameter
4. ( 7-B ) Aluminum Bellhousing
5. ( 10-A ) Hoosier 700 Tires
6. ( 11-D ) Kill switch location
7. Race Procedures:
  - a. No more dice roll for invert – fast time will draw a number 3 thru 8 at all events
  - b. No jacks or lifting devices will be allowed in the tech line



Lucas Oil I-10 Race Promotions, Inc.  
**MODIFIED RULES**  
(Revised 02-01-2010)



These rules are in effect as of Feb. 01, 2010. This publication supersedes all previous rules and rule updates.

We reserve the right to alter or amend the rules and regulations in the interest of safety, cost control, and/or fair competition. **ADDING WEIGHT, REQUIRING THE LOSS OF LEFT SIDE PERCENTAGE, OR REQUIRING A CARBURETOR RESTRICTION PLATE ON A VEHICLE WILL BE TOOLS USED BY RACEWAY OFFICIALS TO MAINTAIN FAIR COMPETITION.** It is the responsibility of each competitor to read and understand the contents of these rules. If there is a disagreement or dispute regarding the meaning or application of these rules, the decision of the SPEEDWAY Race Director shall prevail.

No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of the SPEEDWAY racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules.

No pretense is made for having designed a foolproof set of rules and regulations. The spirit and intent of the rules is the standard by which SPEEDWAY events will be governed. The SPEEDWAY Race Director is authorized to decide if an equipment change or modification is an attempt to circumvent these rules. The SPEEDWAY Race Director can and will disqualify a race car in violation of the spirit and intent of these rules. If this rulebook does not specifically state that you can alter, change, or otherwise modify something on your car, you should consider it a violation of these rules. No part is deemed to have been approved by SPEEDWAY by passing through prior technical inspections.

The Race Director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the Race Director. His/her decision is final.

These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. All participants, guest and crew members fully understand that racing is inherently dangerous and that they are exposed to risks of death or serious bodily injury. The participants, guest and crew members voluntarily assume these risks.

Advertising and Promotion Release: Lucas Oil I-10 Race Promotions, Inc., its duly authorized agent and assigns, is hereby granted the right of uses of the applicant's name, likeness and photographs of the applicant or the applicant's car(s), taken during the event, in any medium or material, for promoting, advertising, recording, or reporting any Lucas Oil I-10 Race Promotions, Inc. sanctioned event(s), including but not limited to television, and radio broadcasts, film production, video tape productions, and do hereby relinquish all rights thereto for these purposes.

Driver \_\_\_\_\_ Car Owner \_\_\_\_\_

# SPECIFIC CAR RULES

## 1. BODIES

A. 1970 or newer American compact passenger car only, no panel vans or station wagons. Tar racing type bodies with windows are allowed.

B. Firewall is mandatory. Minimum 0.125-inch aluminum, or 16 gauge or 0.060-inch steel, complete floor required. Fiberglass or metal duplicates of body parts are permitted. Handmade body parts may be constructed of steel, aluminum, or fiberglass, but should be recognizable as factory production vehicle. No Carbon Fiber.

C. All cars in competition must have a complete paint job, no reflective doors or quarter panels. No plastic body parts allowed. Body must be the same width, front to rear, and parallel to the frame.

D. Wickers (air-flow): 1" tall on the nose and roof only.

Roof Rake: 4 1/2" max, highest Point to 2" back of front windshield.

Must be a full size roof. No wings. Rear Spoiler/Allowed 4" tall, top 3" clear plastic cannot be wider than rear body. 240 square inches max. 3 inches tall spoilers can be over 60 inches wide, but not wider than the rear body or over 240 sq. inches. Sail panels must closely resemble examples shown on body diagram and be the same on both sides of car. Reinforcing lips on rear of sail panels must be 180 degree bends.

E. Engine compartment will remain open, no side panels; hood sides may have maximum four-inch drop and must be enclosed at rear of hood; maximum hood scoop height - six inches. Passenger side of body must be no further forward than rear of block. Rear of bodies to be solid panel at least eight inches high. No panel in front of right door to engine compartment. No inner panels.

F. Engine must be enclosed from driver, (hot water, oil and fire) full windshield, or back of hood blocked off will be allowed. No open holes between motor and driver.

G. Mirrors are allowed.

## 2. FRAMES

A. Ground Clearance/4" Frame, 3 1/2" Oil Pan **with driver**. No part of race car can be lower than four inches from the ground (exception is front crossmember and oil pan, the head of the bolt will be allowed). Weight//2500 lbs., 57% Left Side with Driver before race (aluminum heads add 100 lbs, 56% left side). No uni-body type front stub. Front stub must have stock side rails, same make as stub.

B. Factory production complete full 1960 or newer parallel American passenger car frames only. Frames may be cut in rear only at point not further than 36 inches from center of rear end housing. No front clips

or tube type allowed. Maximum two inch wide by four inch tall frame stiffener may be welded directly to outside of frame rail.

C. Frames may not be widened or narrowed and must be able to support roll cage on both sides. Must be full and complete both sides. Front crossmember must remain full and intact; center of crossmember may be notched and boxed for radiator and/or steering clearance only.

D. No Jeep, Bronco (etc.) or four-wheel drive frames allowed. No sports car frames allowed. No front wheel drive allowed.

E. Minimum wheelbase, 108 inches, both sides. Maximum overall width (front or rear) shall not exceed 78 inches from outside of tire to outside of tire. Front tire width will be measured at the top of the tire sidewall with driver in car. (78 1/16 of an inch, will NOT race.)

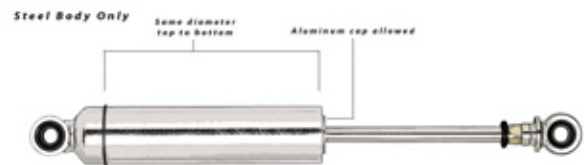
### 3. SUSPENSION AND STEERING

A. Front suspension must be unaltered approved OEM and be in stock location, and must be replaceable by stock parts. Tie rod ends and adjustment sleeve may be replaced by a minimum 0.625-inch rod end and steel tube. (Heim joints allowed) Weight jack must be in original center line of spring. Stock passenger car spindles only; no fabricated spindles. Spindles can be ground for brake caliper clearance only. Bottom A-frames cannot be altered or moved (exception: can weld shock mount on A-frame; After market ball joints are allowed). No offset or bearing type lowercontrol arm bushings. Tube-type upper A-frames allowed and can be moved. Front sway bar can be an aftermarket type. Chain on one side is allowed.

B. Suspension, steering: After market OEM copies with hole location changed are approved, STEEL ONLY, and rear end suspension must be steel. Steering box must be steel approved OEM and must remain within original bolt pattern for type of frame used. No rack & pinion allowed. Steel steering shafts and knuckles only. In-cockpit steering may be modified to suit driver's taste, but must be kept on left side of cockpit. No center steering allowed. Steering columns must be collapsible (U-joints are acceptable).

C. No devices allowed that would enable driver adjustment to alter wheelbase or for weight jacking while car is in competition. No air shocks or air bags allowed.

D. (!) Shocks: Only shocks allowed are one steel, non-adjustable, unaltered shock per wheel. No threaded body shocks, front or rear, or air type, or remote reservoir shocks, or Schrader valves. No valves of any type. Shocks cannot be mounted in center of spring.  
\*The steel body of the shock must be the same diameter top to bottom. Aluminum cap are allowed.



E. Springs: Only springs allowed are one steel, non-progressive coil spring and/or steel leaf spring per wheel. All coil springs must be at least 4.5 inches O.D. No torsion bars or air bags.

F. Rear Suspension: No independent rear suspension. All components must be steel. No covers allowed. All trailing arms/link bars must be steel tubing. Rear of frame may be altered to accept leaf or coil springs. Steel coil-over eliminators. Minimum 19-inch long panhard bar, measured center to center. No cambered rear end housings. One mechanical traction bar, Rubber bumpers allowed.

#### **4. ENGINES**

A. No aluminum blocks or oil pans. No magnetos. Motor C.I. /410 Max

B. Any American make engine may be used as long as rear of engine (bellhousing flange) is mounted at least 72 inches forward from the center line of rear axle. Engine offset must be kept within two inches of centerline of front crossmember with engine level. 11 inch engine height minimum from ground to front center of crankshaft.

C. All engines used in competition must be able to be used in conventional passenger car without alterations. Motor mounts cannot be removed or altered. Castings and fittings must not be changed. No machine work on outside engine.

D. 'Wet' oiling system only. Oil coolers must not protrude above interior. Accumulators cannot be mounted between driver and left-side door. External one stage oil pump allowed.

E. Cooling system may be modified. Any overflow tubes must be directed to the ground, between frame rails. Radiators to be mounted in front of engine only.

F. Conventional air cleaner housings only. No top flow air cleaner housings allowed. K&N Performance Air Filters are allowed.

#### **6. ENGINE EXHAUST SYSTEM**

Exhaust system must be mounted in such a way as to direct spent gasses away from cockpit of vehicle and away from areas of possible fuel spillage. All exhaust must go through the muffler, two per car, one per header. 95 DBA's at 100 feet.

#### **7. DRIVE TRAIN**

A. TRANSMISSION/DRIVESHAFT: Must have at least one forward gear and one reverse, plus a neutral position. With engine running and car in still position, must be able to engage car in gear and move forward, then backward. OEM production type or Lucas Oil approved aftermarket transmissions allowed - two-speed, three-speed, four-speed and automatic. No five speed transmissions, 'in and out' boxes, or quick change devices are not allowed. Functioning shift levers must be in OEM location on all OEM production type transmissions. All belt drive pumps must be mounted on front of engine. Flexplates must be full, steel, unaltered OEM, or OEM replacement. Flywheel/flexplate must bolt to engine between clutch assembly and crankshaft and all driveline components within bellhousing must rotate while car is in any gear. Transmission must be one of the following designs:

B. OEM Manual: Must have a standard OEM case and working disc-type clutch or approved cone or disc-type coupler inside an explosion-proof steel or aluminum bellhousing. Aluminum bellhousing and reverse mounted starter allowed. One flywheel only, minimum 8.5 inch diameter. Diameter of clutch disc must be a minimum of 5.5 inches. Clutch assembly must be steel, except housing, which must be steel and/or aluminum. Bellhousing can have only a hole for throwout bearing lever or hose must be 270 degrees around top of clutch and flywheel area. Standard or reverse mount starter allowed, must directly engage flywheel. Stock OEM flywheel with stock bellhousing must have scatter shield.

C. Automatic: Must remain in OEM or OEM replacement case, with a functioning OEM appearing pump. Aluminum OEM bellhousing may be replaced with aftermarket explosion-proof aluminum bellhousing. Original OEM bellhousing must have approved scattershield constructed of minimum .125-inch by three-inch steel, 270 degrees around flexplate.

D. Aftermarket Manual: Must be Lucas Oil approved, aluminum case, with internal clutch. Must bolt to explosion-proof steel bellhousing, and use full, steel, unaltered OEM or OEM replacement flexplate with starter mounted in OEM location. No coatings or paint allowed on transmission case.

E. Drive Shaft: Minimum two inch diameter steel drive shaft and must be painted white. Steel slip-yokes only. 360-degree drive shaft loop required and must be constructed of at least .25 inch by two inch steel, or one inch tubing, mounted six inches back from front U-joint.

## **8. REAR END**

A. Any approved OEM passenger car type or truck rear end may be used.

B. No aluminum allowed, except lowering blocks, axle cap, and drive flange. A one-inch inspection hole in center section is recommended. Full steel spool, steel mini spool or welded rear ends only. No open or unlocked rear ends, steel axles only. We will pull rear end out and look for aluminum this season.

C. No quick change devices allowed. No cambered rear ends, one piece drive flange only. No electronic or mechanical traction control devices allowed.

## **9. BRAKES**

- A. Must have a working caliper and rotor on each wheel and must lock up all four wheels.
- B. Brake shut-off or pressure sensitive devices allowed.
- C. One proportioning device allowed, front to rear only.
- D. Brake lines must be outside frame rails and visible.
- E. Vented rotors only, no scalloped rotors. Rotors cannot be lightened. Rotors may be re-drilled for different bolt pattern or larger studs. Must be steel, approved OEM calipers, and they cannot be lightened.

## **10. TIRES AND WHEELS**

- A. Track tire is Hoosier 700. No soaking or altering the compound of the tire in any way.
- B. No wide-five wheel adapters allowed. Aluminum or steel spacers allowed.
- C. Wheel must be a Lucas Oil approved wheel prior to use as a bead lock wheel. External, steel bead lock only and it cannot make the wheel any narrower than 8 inches and no wider than 8.75 inches. Measured at the outside of wheel bead. Must use only steel bolts. One foam type or plastic mud cap allowed on right rear only. Rim-mounted bleeder valves are not allowed.
- D. Must qualify and race on the same tires and wheels.

## **11. ELECTRICAL SYSTEM**

- A. One 12-volt battery only, must be securely mounted and shielded. All vehicles must have the capability of starting without being pushed or pulled. All cars must join lineup on demand, unaided, or go to rear of that race.
- B. One 12-volt non-adjustable ignition box and coil allowed -- must be out of driver's reach. No additional ignition accessories allowed. The only change that can be made with ignition box is rev-limiter setting, and only one high-end setting is allowed. This setting can be changed through one chip, or an internal setting inside the box.
- C. No electronic or mechanical traction control devices allowed.
- D. Kill switch required within easy reach of driver clearly marked 'OFF' and 'ON', in a location that the driver and safety crew can get to it from both sides of the car.

## **12. FUEL SYSTEM**

- A. Racing fuel cells required and must be mounted by at least two solid steel straps, two inches wide around cell.
- B. Fuel cells must be enclosed in steel container and must be mounted securely behind rear axle and between the rear tires, no lower than ten inches off the ground, protected by roll-cage tubing.
- C. Protective tubing must cover the rear and extend past both sides of fuel cell.
- D. Fuel cell must be a minimum of four inches ahead of rear bumper and no part of fuel cell shall be lower than protective tubing.
- E. Fuel cell vents, including cap vent, must have check valves, and bladders are highly recommended.
- F. Fuel cells are limited to 32-gallon maximum capacity.
- G. Pick-up must not be underneath fuel cell.
- H. A limit of one standard fuel filter allowed between the fuel cell and carburetor.

## **13. CARBURETOR**

- A. One 2- or one 4-barrel carburetor allowed; must be naturally aspirated.
- B. NO fuel injection; NO electric fuel pumps.

## **14. FUEL**

- A. Sunoco Fuel cost 2010 season: \$6.50 per gallon - 110 octane. Methanol \$4.50 per gallon  
\*Your cost will stay the same all year as long as mine does. I have a contract for this price for the entire year.
- B. May be either SUNOCO gas or alcohol. Each event the people from SUNOCO will pull samples from both our vendor and 2 or 3 race teams. We need to support our fuel sponsor.
- C. NO Nitrous Oxide. No performance-enhancing fuel additives of any kind.

## **15. CHASSIS AND ROLL CAGES**

A. Must consist of continuous hoops not less than 1.666-inch outside diameter with a wall thickness of at least 0.095-inch. Low carbon, mild steel tubing is recommended.

B. Must be frame-mounted in at least six places. No brazing or soldering allowed.

C. Must consist of a configuration of front and rear hoops connected by tubing on the sides or side hoops.

Driver's head must not protrude outside cage with helmet on and strapped in driver's seat. Must have minimum of one cross bar in top halo of roll cage. Roll cage must be securely supported and braced.

D. Protection of feet is mandatory. Bar across back of engine with vertical bars and rub rails, or similar protection. No brace bars forward of cage may be higher than stock hood height. Main cage no further forward than engine plate.

E. A minimum of three driver side door bars, at least 1.5-inch O.D., must be as parallel with the ground as possible and located perpendicular to the driver so as to provide maximum protection for driver, but without causing undue difficulty in getting into or out of vehicle.

F. The side bars must be welded to the front and rear of the roll cage members. Must have at least one cross door bar, minimum 1.25-inch O.D., on passenger side of car, either horizontal or angled.

G. Steel door plates, 18 gauge or 0.049-inch minimum thickness metal, must be securely welded to outside of door bars on driver's side. Plate must cover the area from the top door bar to the bottom door bar and from the rear down post to five inches in front of the seat. Must be visible for inspection.

## **16. SEATS AND SAFETY EQUIPMENT**

A. Helmets are required and must be Snell SA90, SA95 or SA2000, (see sample rating decal on page four). Helmet must be worn at all times car is on the track and must accompany vehicle at time of inspection.

B. Roll bar padding required in driver compartment.

C. Fire retardant padding recommended.

D. SFI approved full fire suits of a flame retardant nature must be worn by all competitors. Fire retardant neck braces and fire retardant gloves are required, fire retardant shoes highly recommended.

E. Arm restraints, full-size (minimum 16"x20") driver-side window net required (no string-type nets).

F. Five point safety belts, sub belt, shoulder harness required. The shoulder harness must be mounted securely to the roll cage. Belts and harness recommended not to be more than one year old, and cannot be over 3 years old.

G. Aluminum high-back seats only, must be bolted in and mounted inside the frame rail and ahead of the rear tire. Bottom of seat can be no lower than the bottom of the frame rail.

H. Kill switch required within easy reach of driver clearly marked 'OFF' and 'ON', in a location that the driver and safety crew can get to it from both sides of the car.

I. 360-degree drive shaft loop required and must be constructed of at least quarter-inch by two-inch steel or one-inch tubing, mounted six inches back from front U-joint. Steel drive shafts (minimum two-inch diameter) and yokes only. Drive shaft must be painted white.

J. Current test date (2 pound minimum) fire extinguisher to be installed in the car within drivers reach while strapped in. Steel mounts only, no plastic.

K. All cars will be required to have in their pits a minimum of one 5 pound, Halon or dry chemical fire extinguisher. This is to be visible to tech officials and all crewmembers. All crew members must be made aware of its location, and knowledgeable in the use of the fire extinguisher.

## **17. BUMPERS**

Center of bumper, front and rear, must be 18 inches, plus or minus two inches, from ground.

A. Steel bumpers must be used both front and rear at all times and securely mounted with minimum 0.375-inch bolts. Must be made of minimum 1.25-inch OD tubing, 0.065 wall thickness on front - 0.095 wall thickness on rear, and must be able to support car if lifted by wrecker. Two-bar front bumpers must be mounted frame end-to-frame end, no wider than the width of material outside frame horns, with the bottom loop parallel to the ground. Top bar must be directly above bottom bar, minimum 6.5 inches apart, measured center to center at front of bumper (see P in body diagram), so bumper is perpendicular to ground.

B. Rear bumper, steel nerf bars and bodies must not extend beyond width of tires, and must not contain any sharp edges. Rear bumper no more than two inches wider than body on each side.

C. Rear bumper must resemble one of three configurations, see diagram on page four.

D. Nerf Bars: All cars must be equipped with approved side rail bars and scrub rails constructed of .083 inch minimum magnetic steel seamless tubing with an outside minimum diameter of 1.250 inches. Only one (1) side rail bar per side will be permitted and it must be full length from front to rear with minimum tire clearance. Side rail bars must be centerlined with the front and rear axles. Only two (2) intermediate supports per bar will be permitted. Side rail bars and scrub rails must be fastened to the frame. Side rail bars and scrub rails must not extend past outside edge of the rear tires and taper slightly toward the front tires. Rear quarter panel side rail bars, right side will be no wider than four (4) inches to the outside of the side rail. Left side will be no wider than the outside of the left rear tire.

## **18. WEIGHTS**

- A. Track option to enforce a minimum weight limit of 2,500 pounds, before the race with driver in the car. NO TOLERANCE.
- B. Loose objects and/or weights must not be used in driver's compartment or outside of the body or hood area. Any weights added to other areas of vehicles must be securely mounted with at least two half-inch bolts, painted white and have the car number on it.
- C. No titanium, magnesium or carbon fiber products, parts or components allowed.
- D. No gun-drilled, tubular or hollow bolts or studs.

## **19. WINDOWS**

- A. Stock appearing front windshield and rear window support unit, painted roll bars not acceptable substitute. May utilize a full-windshield, with no wings, mounted to the roll cage. Must have a minimum of three windshield bars in front of driver. Cowl panel in front of driver can be no wider than cockpit and no farther back than the steering wheel.
- B. Driver and passenger side windows must have at least 12-inch opening, measured at center of window, between the lowest point at the top of window, whether the roof or roll cage, and the highest point at the bottom of window, whether the interior or body.
- C. Window net to be mounted so latch is at top front of window.

## **20. APPEARANCE AND IDENTIFICATION**

- A. All cars must be numbered with large legible numbers on both sides, on top and rear panel. Numbers on sides and top of car must be in contrasting color from body, be at least four inches thick and at least 20 inches high. Recommended that no holographic or reflective numbers be used.
- B. Sponsors' names must not interfere with car numbers and must be neatly lettered.

## **21. COMMUNICATION**

A. The use of a two-way radio for communication with a spotter and/or pit crew member is recommended.

## **22. ELECTRONICS**

A. Radio/Recommended.

B. No electronic monitoring computer devices capable of storing or transmitting information except tachometers.

C. No digital gauges, timing retard controls or oxygen sensors allowed.

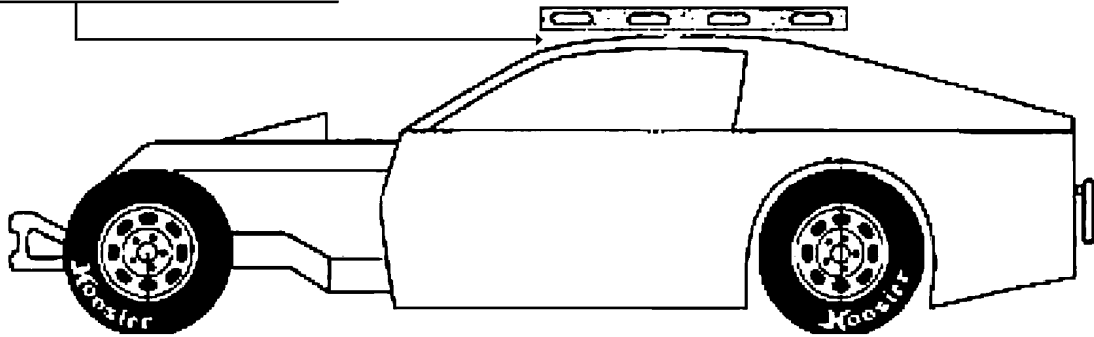
D. No electronic traction control devices allowed.

## **23. ENGINE CLAIM**

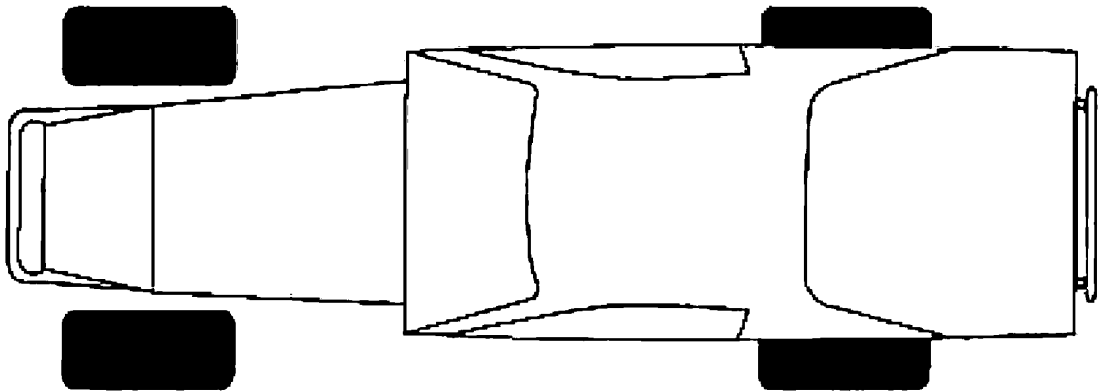
A. None.

# MODIFIED BODY DIMENSIONS

**ROOF RAKE: 4 ½" MAX,  
HIGHEST POINT TO 2" BACK  
OF FRONT WINDSHIELD.**

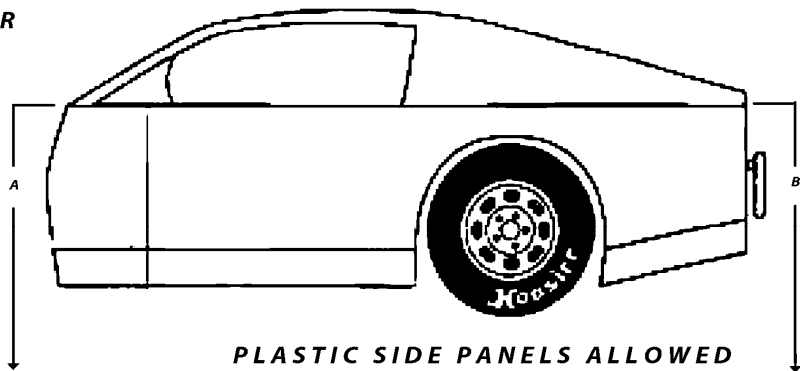


**S: 45 ½" WIDE MAXIMUM  
BRAKE AIRDUCTS ALLOWED**



**THE BODY MAY NOT GO PAST  
THE BUMPERS, FRONT OR REAR**

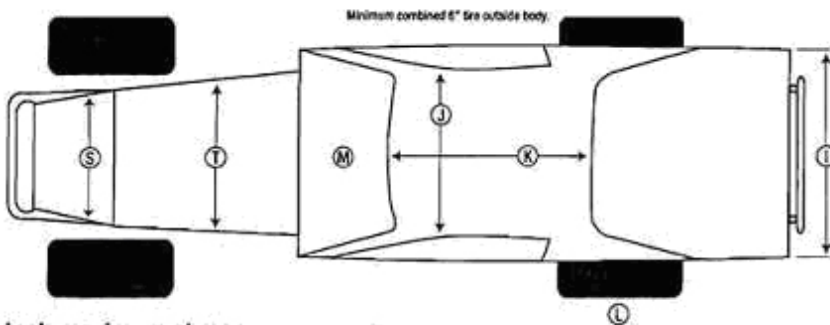
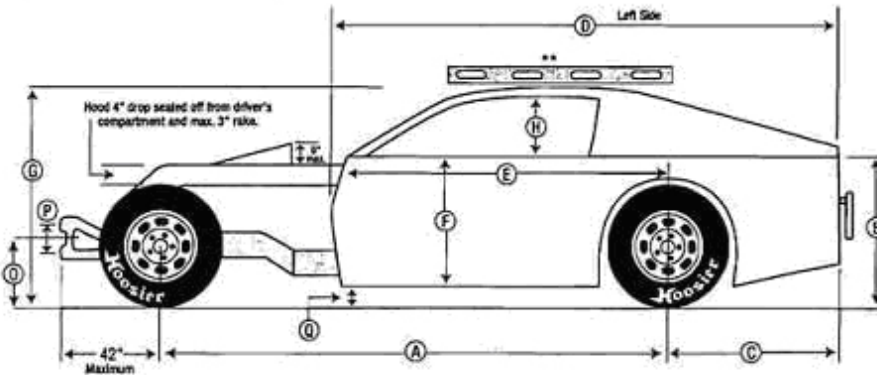
**FRONT OF DOOR TO REAR OF  
QUARTER PANEL 5" MAXIMUM  
A TO B**



**PLASTIC SIDE PANELS ALLOWED**

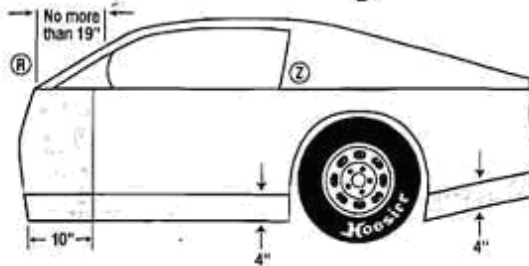
	MAX.	MIN.		MAX.	MIN.
A	—	106"	E	All lines must be partially outside body and not bar and visible from front, rear & top. Minimum combined 6" fire outside of body.	
B	38"	28"	M	Drivers compartment, must be totally sealed from engine & race track.	
C	45"	34"	***N	8" minimum / 90 degree angle.	
D	120"	106"	O	18" min., 20" max. (ground to center of top bumper bar)	
*E	72" or not past back of block.		P	6.5" (measured center to center)	
F	27"	22"	Q	4"	
G	52"	42"	R	10"	
H	18"	12" opening, both sides.	S	Max. no wider than front frame horns, Min. 24"	
I	66"	53" Must be same front to back.	T	66" 24", no narrower than radiator	
J	50"	44"			
K	56"	41"			

## MODIFIED BODY DIMENSIONS FOR 2007



X - Two inch maximum at rear of car. Must have a gradual slope from roof to this point

Body panels can not be part of the spoiler.



**EXAMPLES**  
(Sail panels must be the same on both sides of body.)



X - Two inch maximum at rear of car. Must have gradual slope from roof to this point.

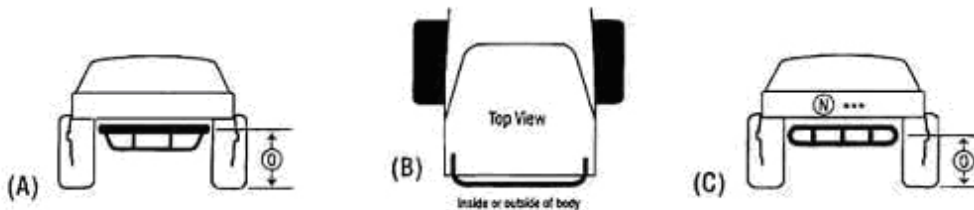
Y - Four inch maximum interior slope from front to rear.

Z - Interior slope is 4 inches front to rear and flat across. If you stay flat the front half of interior you have used up 50% of your 4 inches so then from behind of driver to rear you may only use 2 inches. Top of the interior must be flush with the top of door and quarter panels. An optional escape hatch right side door down to the drivers compartment to provide a 12 inch opening. If this hatch has more than a two inch drop, the front and rear of hatch must be 90 degrees and rear can be at 45 degree angle to interior.

\* Right side; left side may extend forward to cover foot box.

\*\* Using a level and/or straightedge, must have between 1/2 inch and 2 inches clearance at rear of roof, 1/2 inch to 5 inches at front.

Rear bumper must be capped, with no sharp edges, and bent forward on the ends at a 90 degree angle.



# Race Procedures

## 1. Race Schedule

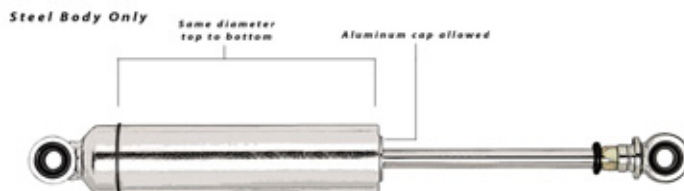
- 75 Lap Main Events
- 22 cars will start A-Main (26 cars will start Las Vegas)
- 16 on qualifying time
- 4 transfer from B-Main if we have 2 B-Mains, 2 from each B-Main will transfer.
- You will start A-Main as you finish B- Main 17 - 20.
- 2 provisional starting spots
  - Las Vegas will have 4 provisionals, Tucson will have 4 also.
  - First race, last years points, then this years points.
  - Provisionals will start 21st and 22nd.
- Qualifying - 2 laps (LVMS will do group qualifying)
- No more dice roll for invert – fast time will draw a number 3 thru 8 at all events
- Trophy dash - 6 cars
- No heat races
- Yellow flag laps do not count
- We do not race back to the yellow
- Restarts - We go back to the last completed lap

## 2. Provisionals

- The provisional goes to the driver, not the car.
- If you qualify for the A-Main and your car can not run, you can run a back-up car or a B-Main car, but you will start last in the A-Main, even if you drive a car that has qualified for the A-Main.

## 3. Ten "Fix or Go Home" rules

- Safety #16
- Bodies #1D - rear spoilers & #1F - engine and driver
- Frames #2A ground clearance and weight
- Frames #2E - wheelbase and width
- Suspension #3D – shocks
- Suspension #3E – springs
- Engine Exhaust #6
- Rear ends #8B & #8C - no open rear ends
- Tires #10A – Hoosier
- Fuel #14A – SUNOCO



## 4. Pit Gate

- You do not have to be a member of any track to race in the series
- Each track controls pit pass cost.
- There will be no Entry Fee to enter this 9 race series.

- Pit pass cost (Test & Tune)
  - Havasu \$35 each day.
  - Blythe \$35 each day.
  - Las Vegas \$45 each day.
  - Orange Show \$40 each day.
  - Tucson \$40 each day.
  - All tracks no membership fees and no entry fee.
- The 2010 Tow Money Bonus Program will officially begin during the March 27<sup>th</sup> weekend race at the Lucas Oil I10 Speedway in Blythe. Teams in points positions 11 through 20 will be eligible. 2010 tow money rates are \$50 for home tracks and \$100 for all other tracks.
- Tucson will pay 1<sup>st</sup> -20<sup>th</sup> in points \$100 each.
- The Road to Las Vegas Fall Classic (To Be Announced)
- The point fund will be paid out in January 2011 at the banquet.
- Minors call each track for Minor Release info.
- All participants must purchase a Pit Pass and sign release of waiver and liability prior to entering the pit area.
- All minors must have a Minors Release to enter the pit area.
- Anyone buying a Pit Pass under a car number will be considered a team member.

## **5. Drivers Meeting**

- All participants must attend every driver's meeting.

## **6. Tech Inspections**

- No jacks or any type of lifting device allowed in tech line.
- All cars are required to pass a pre-race technical safety inspection before entering the track.
- Drivers must bring their car through the tech line.
- If a driver should have any questions or concerns about the legality of the car, it is the driver's responsibility to talk to the Chief Technical Inspector.
- When you go through tech before qualifying and do not pass the inspection, you will go to the end of the line and only get one lap of qualifying.
- Any car that has completed in the event may be inspected at the conclusion of the event.
- If officials determine that any car part, component, equipment or fuel used by a competitor does not meet specifications, officials will declare the car ineligible for the event, resulting in loss of points and prize winnings.

## **7. Qualifying**

- We will qualify in point order. The first race will be on last years points.
- Drivers may not attempt to qualify more than one car.
- All driver changes must be reported to the Chief Technical Inspector prior to the lineup of qualifying or the feature event.
- A driver may enter the rear of the feature event in an approved
- borrowed car if he or she has qualified through time trials or B-Main event, or has a provisional.
- Must start main event on your qualifying tires.

## **8. Pre-Race Line Up**

- All cars must line up in the designated restricted staging area prior to their respective qualifying and feature events.
- Prior to qualifying and the feature event, all cars must report to tech.
- Once car has successfully completed tech they must go directly to the staging area.
- No maintenance may be performed after leaving tech.
- Five minutes prior to event, one crew member per car may enter the restricted staging area to assist driver.
- Infractions in the staging area will result in relinquishing your starting position to the rear of the field.
- Any car not staged and ready to go when the race is called on to the track will start the feature event in the rear of the field.
- Driver and car are considered one for the entire night, unless the Chief Technical Inspector is notified of a change.
- In the event that a car drops out of the line up before the race begins,
- the cars behind that car will be moved straight forward ( no crossing of the rows ).

#### **9. The Starter begins every race**

- All initial race starts take place on the front stretch when the green flag is displayed.
- Any car not taking the initial green flag will not be allowed to re-enter the race.
- If a driver is caught jumping the start/restart a second time in the same event, they will be put to the back of the field.

#### **10. Restarts**

- The lead car restarts every race.
- It is the lead car's responsibility to accelerate at any point between turns 3 - 4.
- If the lead car elects not to accelerate, the Starter will display the green flag and racing may begin.
- Cars may not be in the act of passing the car in front, to the left or to the right, prior to the green flag.
- A car is deemed to be in the act of passing, if the front bumper is even with or in front of, the rear bumper of the car in front at
- the green flag.
- A car may pass to the left or to the right prior to the start/finish line after the green flag is displayed.
- Any car deemed in the act of passing to the left, or passing to the
- right prior to the green flag being displayed, will be penalized two positions for every car passed, at the next caution or the
- end of the race, whichever comes first.
- All restarts will be single file in a nose to tail formation maintaining
- pace car speed, until the green flag is displayed.
- Drivers choosing not to go to their designated positions at an official's request will be sent to the rear of the field or to the pits at the Starters discretion.
- The leaders must maintain the pace car speed throughout the entire start or restart.

## **11. Spin Outs**

- Drivers that spin out must try to continue immediately and not stop the race.
- The Starter reserves the right to penalize any driver one ( 1 ) lap for intentionally stopping a race.
- 2 spin rule will be used, for any driver that spins on his own.

## **12. Rough Driving**

- Any driver who is observed causing other drivers to spin or lose control of their car during a race or the cool-down lap, will be penalized to last place on the lap he is on, fined, disqualified and/or suspended indefinitely at the track's discretion.
- This rule also applied to lapped cars choosing to re-enter the event or cars seeking retaliation for a previous incident. RESPECT OTHER DRIVER'S EQUIPMENT !!
- Black flag , causing other driver to spin, both cars go to the rear of the pack - no gray area.

## **13. Black Flag**

- A black flag will be given to any driver that is losing a part on their racecar, smoking/leaking badly or to assess a penalty.
- Lost parts include front or rear bumpers, hoods, body panels, etc.
- When a black flag is displayed, that driver should immediately report to the hot pit lane for consultation.
- Decisions on black flags will be made at the discretion of the Race Director or Starter.
- Black flag , causing other driver to spin, both cars go to the rear of the pack - no gray area.

## **14. Pitting during a race**

- Any driver going to the pits under a yellow may return to the race at the rear of the field.
- Hot pit lane may be used for the removal of loose body parts or other minor repairs only.
- Yellows do not count.

## **15. Lapped Drivers**

- All lapped cars must move to the outside groove to permit faster cars to pass.
- On restarts, lapped cars should remain in the field in their position.
- If a driver is shown the "move over" flag ( blue with yellow diagonal ) for two ( 2 ) consecutive laps and does not move out of the racing groove to allow faster drivers to pass, a black flag will be displayed to that driver and scoring for the car will stop.

## **16. Cars moving through the pits**

- Cars moving through the pits will do so with extreme caution and at a minimal speed ( 10 mph ).

## **17. Scoring laps**

- Every lap is scored when the leader has passed the start/finish line under green flag conditions.
- If the field completes the first lap under green, the first lap shall be scored and any subsequent yellow flags shall result in the drivers lining up single file in their designated position based on the last lap scored green flag lap.

### **18. Restart lineups**

- All restart lineups will be derived from the Head Scorer's lap sheets as the field crossed the start/finish line on the LAST COMPLETED GREEN FLAG LAP.

### **19. Counting Yellow Flag laps**

- We will not count yellow flag laps
- We will stop ( red flag ) the race any time we feel the yellow flag laps will go over 5 laps.
- We guarantee a minimum of one ( 1 ) green-white-checker finish for all restarts within two ( 2 ) laps of the finish.

### **20. Lapped cars**

- Lapped cars must go to the rear of the field for restarts when there are less than ten ( 10 ) laps remaining in an event.

### **21. Protests**

- Protests will not be accepted on any subject not specifically provided for in these rules.
- Such subjects include, but are not limited to timing and scoring
- decisions, inspection decisions and race procedure decisions.

### **22. Decals and Advertising**

- Lucas Oil Modified Series reserve the right to assign or restrict the display of decals, identification or advertising on racecars.
- Contingency sponsor decals must be in place to receive awards and/or prize money from contingency sponsors.
- Contingency sponsor patches, if supplied must be worn to receive awards and/or prize money from contingency sponsors.
- Lucas Oil reserves the right to ask any competitor to remove decals and/or advertising deemed by track officials to be in poor taste or otherwise detrimental to the betterment of the sport.

### **23. Conduct at Events**

- The driver shall be the sole spokesperson for his/her car owner and pit crew in any and all matters pertaining to an event.
- At all events the driver assumes responsibility for the actions of his/her team.
- Only one ( 1 ) crew member may accompany the driver in the tech area, unless the Chief Technical Inspector requests more crew members.
- Fighting, rough driving and other acts of violence will not be tolerated.
- Penalties will be issued based on the severity of the incident including,
- but not limited to, fines, suspension and probation.
- Lucas Oil Modified Series will not tolerate profanity, discourteous gestures or behavior deemed detrimental to the betterment of the sport.
- Any action that is not covered under these actions, and is determined to be detrimental to the sport of auto racing, will be penalized according to the severity of the action.
- No driver or crew member may be under the influence of alcohol, drugs or any other controlled substances while competing.

- Failure to report to the tech area for post-race inspection or failure to present Lucas Oil Officials with a part upon request will result in loss of points and purse for the event.
- Any car that dispenses anti-freeze coolant on the racing surface will be fined \$ 50.00 for the infraction.
- Any car losing weight ballast or dops on racing surface will be fined \$ 50.00 for the infraction.

#### **24. Lucas Oil Modified Series points**

- All drivers that compete in the B-Main event and do not transfer to the A-Main event will be awarded 8 points.
- In order to receive points for an event, the car must take the green flag under its own power.
- 50 points to win A-Main, 48 points for 2nd, and so on

#### **25. Safety Equipment**

- It is required that at all times, the driver wear a driving suit and gloves of fire resistant material that effectively covers the entire body,
- must meet S.F.I. 3-2A/1 requirements.
- It is also recommended that each driver wear fire resistant underwear,
- fire resistant shoes and a fire resistant head sock.