



2012 Lucas Oil Late Model Dirt Series Rules

1. 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 Late Model Dirt Series and are in no way a guarantee against injury to participants.
2. These rules and/or regulations will apply to all Lucas Oil Late Model Dirt Series sanctioned racing events.
3. Lucas Oil Late Model Dirt Series officials have full authority over said sanctioned racing events. In the event of any dispute the Series Directors decision will be final.
4. All racecars are subject to be inspected by the Lucas Oil Late Model Dirt Series Technical Director at any time during the event.
5. The Lucas Oil Late Model Dirt Series reserves the right to alter or amend these rules and/or regulations in the interest of safety and/or fair competition.
6. Throughout this Rulebook, a number of references are made for particular products to meet certain specifications (i.e. SFI Specs, 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, Snell, etc. program, voids such certification and therefore will not be accepted by the Lucas Oil Late Model Dirt Series.

BODIES

- A. Nosepiece and roof must match body style of car.
- B. All cars must have a minimum of one inch (1") and a maximum of two (2") inches of roll at top of fenders, doors, and quarter panels. A sharp edge or angle will not be permitted. Body roll must go from sides over interior, not interior over sides.
- C. Floorboards and firewall must cover the driver's area and be constructed to provide maximum safety.
- D. Driver's seat must remain on the left side of the drive line.
- E. Front window bars are mandatory.

- F. Legible numbers, at least eighteen inches (18") high are required on each side of the car and roof.
- G. No fins or raised lips of any kind are permitted anywhere along the entire length of the car.
- H. Bodyline must be a smooth even line from front to rear.
- I. No "slope noses" or "wedge cars" permitted. Noses must be stock appearing, subject to Series template.
- J. No "belly pans" or any type of enclosure on bottom of cars will be permitted. Skid plate to protect oil pan is permitted.
- K. No wings or tunnels of any kind are permitted underneath the body or chassis of the car. A maximum of one (1) stone deflector, for rear mounted oil pumps, oil filters, and for the main oil tank will be permitted. The deflector may be made of steel, aluminum, or heavy gauge wire. The cover may only be mounted near the unit it is designed to protect with a maximum size of 18"x 18" and mounted only from the upper right frame rail to the lower right frame rail.
- L. All body panels must be solid. No holes, slots, or air gaps are permitted.
- M. All non-approved bodies or any section/s of the body can or will be assessed a fifty pound (50#) minimum weight penalty at the discretion of the Technical Director.
- N. No panels of any kind under the rear deck running from the front to the rear of the car. Bracing from fuel cell top from front to rear is legal.
- O. Any air cleaner scoops used must be positioned in front of or around the air cleaner and cannot exceed one (1") inch 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.
- P. No cockpit or driver adjustable shocks, hydraulic or pneumatic weight jacks, trackers, MSD boxes or similar adjustable components of any kind are permitted inside the cockpit of the car. Taping over of any adjuster is not permitted. The offending component must be removed from the cockpit.

STOCK NOSEPIECES

- A. The Lucas Oil Late Model Dirt Series Technical Inspector must approve all stock nosepieces.
- B. Nosepieces must be made of molded type material.

- C. Two (2) piece noses must be fastened together in the center. No spacers to gain width are permitted.
- D. The nosepiece must be mounted so as not to alter its original shape.
- E. Adding to the bottom of the nosepiece in the front achieving lower ground clearance is permitted.
- F. 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.
- G. Front fender flairs must be made of plastic and cannot alter the original shape of the nosepiece. The front fender flairs cannot extend beyond the front tire more than one inch (1") in width with wheels pointed straight.
- H. Front fender flairs must have collapsible support.
- I. Front fender flairs can extend a maximum of three inches (3") above the fender tops and hood.
- J. Front fender flairs can extend a maximum of four inches (4") above where the filler panel meets the hood.
- K. The nosepiece 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.

ROOF AND ROOF SUPPORTS

- A. The roof length size must be a minimum of forty-four inches (44") to a maximum of fifty-four inches (54").
- B. The roof width size must be a minimum of forty-eight inches (48") to a maximum of fifty-two inches (52").
- C. Roof must be stock appearing and mounted level.
- D. Roof height must be between forty-five inches (45") and forty-eight inches (48") from the ground.
- E. The roof must be mounted parallel to body and near center of the car.
- F. A maximum one and one half inch (1.5") roll, turned downward, is permitted along the front edge of the roof. A maximum one-inch (1") roll turned downward is permitted along the rear edge of the roof. (Roll permitted to help strengthen roof).
- G. No flat or odd shaped roofs permitted.
- H. All roof side (sail) panels must extend to the edge of the body. Maximum (no tolerance) right side sail panel size – seventeen inches (17") at the top, forty-

three inches (43") at the bottom. Maximum (no tolerance) left side sail panel size – seventeen inches (17") at the top, forty-three inches (43") at the bottom and minimum fifteen inches (15") at the top, 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 remain the same size. Decals will be permitted but must meet the dimensions in the drawing and must be approved by the Technical Inspector. Maximum two-inch (2") bow in either direction in rear roof side panels is permitted.

- I. Sail Panel Windows Openings must be the same size on both the left and right sides, they must be in the same location and orientation on both the left and right sides.
- J. All cars must have a minimum of three inches (3") and a maximum of four inches (4") between sail panel and spoiler side where they meet the deck.
- K. Front posts must be flat and in uniform width from top to bottom – four inch (4") maximum width.
- L. Any sun shields, four inch (4") maximum, must be able to hinge for easy exiting of car.

FRONT FENDERS AND HOOD

- A. Must be level and flat from left to right side of car.
- B. Fenders are not permitted to gain height from rear to front of car.
- C. No part of fender or hood can be outside of the bodyline.
- D. The front fender can be a maximum of thirty-six inches (36") in height. Height is measured vertically from the ground to the top of the fender behind the front tires.

DOORS

- A. Door to door cannot exceed seventy-seven inches (77") in width at the top of the doors.
- B. Door to door cannot exceed eighty-two inches (82") in width at the bottom in the center of the car.
- C. Doors cannot exceed thirty-six inches (36") in height measured from the ground.
- D. At no point can the door sides break in towards the center of the car between the top and bottom measurements.
- E. The minimum ground clearance permitted is three inches (3").

QUARTER PANELS

- A. No offset quarter panels permitted. Must be equally tapered towards the center of the car.
- B. Tire clearance from body must be a minimum of two inches (2"). No wheel skirts permitted.
- C. At no point can quarter panel sides break in towards center of the car.
- D. Right side quarter panel must be straight in line with the door or taper in a maximum of one inch (1').
- 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.

FRAMES

- A. No aluminum frames permitted in construction of car.
- B. Minimum 103" wheelbase.
- C. Rectangle or Square Tubing:

The frame of all cars must be constructed of two inch (2") by two-inch (2") minimum rectangular or square tubing with a minimum of eight inch (8") circumference and a minimum of eighty-three thousandths inch (.083") wall thickness.
- D. Round Tube Frame:

The frame of all cars must be constructed of a minimum of one and three-quarter inch (1³/₄") round tubing and must have a wall thickness of eighty-three thousandths inch (.083") wall thickness minimum.
- E. If rear bumper is stubbed, it may only extend a maximum of eight inches (8") beyond frame. Any stubbed rear bumpers that extend eight inches (8") or more beyond frame must be rounded and directed towards the front of the car.
- F. It is recommended that all cars be equipped with a tow hook or strap.
- G. All battery supports must be braced in two axis - two horizontal and one vertical.

ROLL CAGES

- A. Cars must have a suitable steel roll cage in drivers' compartment including headrest.
- B. Side roll bars are mandatory and must extend into the door panels.
- C. A minimum of three (3) bars must be used on the left side of the car. Each bar must be a minimum of one and one-half inch (1½") in diameter with a minimum thickness of ninety-five thousandths inch (.095").
- D. Roll cage must be welded to the frame.
- E. Roll cage must be above the drivers' helmet.
- 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.

INTERIORS

- A. Interior is permitted to be dropped to the middle of the car a maximum of three inches (3") below the top of doors and a minimum of twelve inches (12") below the roll cage.
- B. Interior must gradually taper up to the quarter panel height and be level for thirty-two inches (32") from the rear of the quarter panel.
- C. Interior must be fastened flush at the top of the door and quarter panels and must taper gradually towards the center of the car not creating a "lip effect".
- D. Interior must run in a straight line from behind the drivers' seat to the rear spoiler.
- E. If interior is flat through the car, it must maintain a twelve-inch (12") clearance from roll cage for easy exiting from either side of the car.
- F. All cars with interior panels must at NO point in the car be over three inches (3") in height. The portion of the panel running beside the driver must taper to zero or end in line with the steering wheel.
- G. If interior is dropped at firewall, that portion of the firewall must be filled for safety reasons. Dropped Interiors will be monitored by the Technical Director and his calls on dropped interiors are final.

SPOILER

- A. Rear spoiler must be manufactured of material of adequate strength such as Lexan or Aluminum.
- B. Rear spoiler material maximum eight-inch (8") height measured from deck to tip of material. Maximum seventy-two inch (72") width.
- C. Rear spoiler is not permitted to be suspended above the deck to create a "wing effect."
- D. Rear spoiler must begin where quarter panels end. No extended decks permitted.
- E. Maximum of three (3) rear spoiler supports. Option of two (2) additional one-inch (1") aluminum braces.
- F. Spoiler supports cannot be mounted wider than the top of the quarter panel.

ENGINES

- A. Engines must be based on a factory design and must be naturally aspirated. Aluminum or steel blocks permitted.
- B. No fuel injection devices, electric fuel pumps, turbo chargers, or blowers permitted.
- C. Magnetos are permitted. However, the engine must have an operating self-starter.
- D. The engine may be set back a maximum of six inches (6") from the center of ball joint to front spark plug hole.
- E. Carburetor is limited to one four barrel.
- F. All engines are limited to one spark plug and two valves per cylinder.
- G. No engines using coil packs are allowed. Engine must operate using a single distributor. No distributor-less engines allowed.
- H. A harmonic balancer certified to SFI Spec 18.1 is required.
- I. No overhead cam engines.

FUEL SYSTEMS

- A. An approved fuel cell (32 gallon maximum) must be securely mounted in the trunk area of the car inside a 20-gauge metal box supported by two (2) 1/8 x 2" steel straps.
- B. A firewall must be installed between the fuel tank and drivers' compartment.

- C. Gasoline or Alcohol only. Nitrous gases or other nitrate additives are not permitted.

CHASSIS

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

TRANSMISSION, CLUTCH AND REAR END

- A. Any transmission with working reverse and working forward gears is permitted.
- B. Manual transmission must be equipped with an operational clutch.
- C. Automatic transmissions are permitted.
- D. The transmission must be mounted to the rear of the engine and lead to one drive shaft.
- E. No "live-axle" rear-ends are permitted.
- F. No independent rear suspensions are permitted.
- G. All rear-ends 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.

DRIVE SHAFTS

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

TIRES

- A. Lucas Oil Late Model Dirt Series Tire Rule:

Each LOLMDS event will announce the tire rule for that particular event;

Example 1 Standard Tire Rule

Hoosier – LM20, 1300, 1350 LM40, 1600 & D55

American Racer – SD44, SD48 & MD56 (No ARTS MD56)

Soft Compounds (SD44, LM20, 1300) Must Durometer 40 Prior.

Medium Compounds (SD48 & 1350) Must Durometer TBA Prior.

Hard Compounds (MD56, LM40, 1600, D55) Must Durometer 60 Prior.

Example 2 Punch 40 Tire Rule

Hoosier – 1300's and they must punch 40 prior or harder and all other harder compounds from 1300's on up.

American Racer – SD44's and they must punch 40 prior or harder and other compounds from SD44 on up.

Example 3

Hoosier LM20/LM40-1600's and American Racer SD44/MD56 (No ARTS MD56)

Example 4

Hoosier LM40, 1600, WRS2D55's and American Racer MD56 (No ARTS MD56)

GO TO; www.lucasdirt.com under the rules for the most up to date tire rule.

- B. Largest permitted tire is twenty-nine inches (29") by eleven inches (11") by fifteen inches (15").
- C. Maximum circumference permitted is ninety-three inches (93").
- D. Maximum cross section width permitted is sixteen and three-quarters inches (16 ³/₄").
- E. During technical inspection the hoop must pass over the tires freely.
- F. No tire softeners, no conditioners, no altering of tires with any natural or un-natural, no hazardous or un-hazardous components or chemicals which alter the factory set baseline-settings of a given tire.
- G. All sidewall markings must visible at all times. No buffing or removing of the compound designations.

TIRES PENALTIES AND INFRACTIONS

- A. Durometer
 - 1. 1st offense for the 2012 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.

2. 2nd offense for the 2012 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

1. 1st offense for the 2012 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

ENVIRONMENTAL WARNING

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

No racecars 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 late Model Dirt Series 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.

WHEELS

- A. Steel, aluminum, carbon fiber or plastic wheels are allowed.
- B. Wheels must be mounted with lug nuts: no knock-off mounting devices are allowed.
- C. Maximum wheel width is fourteen inches (14").
- D. Maximum width outside of front tires is ninety inches (90").
- E. Maximum width outside of rear tires is eighty-eight inches (88").

BRAKES

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

- B. On track three wheel braking is allowed.
- C. No titanium or carbon fiber brake rotors are permitted.

SHOCKS & SPRINGS

- A. Shocks must be constructed of aluminum or steel. Remote reservoirs are permitted.
- B. Coil springs must be steel. Leaf springs may be composite or steel.

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!

MUFFLERS

- A. Mufflers are MANDATORY. Only variance of this rule will be where not required by host track.
- B. Exhaust is not permitted to be directed towards ground. Exhaust must be parallel to the ground.

TRACTION CONTROL DEVICES

- A. All Traction Control Devices are strictly prohibited during any form or portion of a Lucas Oil Late Model Dirt Series 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 2011 season and beyond will there be any type of ping control devices, dial a chip controls, timing controls or any modifications to the ignition control boxes, distributors, or any other part of the Ignition System. This includes any add on component or components inside or outside the cockpit of any competitors racecar. There shall be NO driver controlled wheel spin, timing or fuel delivery control devices in the cockpit area of any racecar.
- D. A competitor found with any of the above mentioned will lose the complete device permanently and ***will*** lose all points earned to that point in the season. NOTE: A competitor may be asked for his electronic ignition at any time by the Technical Director to be sent for testing and inspection. Failure to hand over the electronic ignition will result in the holding of any purse monies won.

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

WEIGHT LIMIT

- A. A minimum weight limit of 2300lbs for Aluminum blocks & 2250lbs for Steel blocks will be in effect. We reserve the right to amend this rule in certain locations on the schedule.
- B. After each race, whether Heat, Last Chance or Feature, an additional weight allowance will be given at the rate of 1 lb. per lap for fuel burn off, 10 laps = 10 lb.; 50 laps = 50 lb.; 100 laps = 100 lb. etc. Allowance will also be given for laps run under Caution, at the discretion of the Series Officials.
- C. The scales used by the Lucas Oil Late Model Dirt Series will be considered the official scales for the event.
- D. Scales will be available at all Lucas Oil Late Model Dirt Series sanctioned events.
- E. Lucas Oil Late Model Dirt Series officials have the right and duty to weigh any car at the official's discretion.
- F. Any attached weights must be securely attached to the frame, painted white or bright silver and have the car number clearly displayed on them. Weights of up to fifty (50) pounds must be secured by two (2) half inch (1/2") Grade 5 or higher bolts on two (2) weight clamps. Weights secured by one bolt and/or held on by a means other than accepted by the Technical Inspector will not be permitted. Due to the high risk factor involved, any car that loses lead weight during an event may be fined or face disqualification.
- G. No weights may be attached to rear bumper.
- H. No driver-operated weight adjustment devices are permitted.

SAFETY EQUIPMENT

- A. NO batteries to be located in the drivers' compartment/cockpit.
- B. Full containment racing seats are Strongly Recommended. All seats must be mounted properly & securely per the Technical Directors recommendations. The use of Grade 5 or better hardware is also required to attach the seat to the chassis.
- C. The use of a 5, 6 or 7 point driver restraint system certified to SFI Spec 16.1 or 16.5 is REQUIRED no exceptions. All driver restraint systems shall not be in excess of 2 years of age past the date of manufacture. The use of a 7 point driver restraint system is strongly recommended. All mounting points of the racing harness MUST be mounted properly in accordance with the manufacturer's instructions, and securely mounted to the chassis with the use of grade 5 or better hardware.

- D. Window Nets certified to SFI Spec 27.1 are required and must be mounted in accordance with the manufacture's instructions and technical director's satisfaction.
- E. A driveline "sling" is REQUIRED.
- F. A helmet certified to Snell SA2000, SA2005 or SA2010 Standard or SFI Spec 31.1A, 31.1/2005 or 31.1/2010 is REQUIRED.
- G. A driver suit certified to SFI Spec 3.2A/5 is REQUIRED.
- H. Gloves certified to SFI Spec 3.3/5 are REQUIRED.
- I. Fire resistant socks are Required.
- J. Eighteen (18)-gauge steel or one and one-eighth inch (1 1/8") aluminum "cockpit tub" to protect front, sides and rear of driver is HIGHLY RECOMMENDED.

Head and Neck Restraint Devices/Systems are REQUIRED

1. At all times during an Event (practice, qualifying, and competition), drivers must connect their helmet to a head and neck restraint device/system certified to SFI Spec 38.1, and must be acceptable to the Lucas Oil Late Model Dirt Series. The device/system must display a valid SFI Spec 38.1 label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and must be configured, maintained and used in accordance with the manufacturer's instructions
2. It is the responsibility of the driver, not the Lucas Oil Late Model Dirt Series, to ensure that his/her device/system is certified to SFI Spec 38.1, correctly installed, maintained, and properly used.
 - a. All non perfect attendance competitors may receive a three (3) race grace period to comply with the Lucas Oil Late Model Dirt Series Head and Neck Restraint Rules.

CAR CONSTRUCTION INFRACTION PENALTIES

- A. You may be given a simple warning.
- B. You may be asked to correct the infraction.
- C. You may be assessed a weight penalty of 25 lbs. to 100 lbs.
- D. You may be disqualified when found and/or noticed with an infraction.
- E. You may choose to leave.

MISCELLANEOUS

- A. NO two-way radios. No crew to 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 rearview mirrors of any kind permitted.
- E. Lucas Oil Late Model Dirt Series officials reserve the right to change and/or alter rules and procedures at any time. ALL OFFICIAL DECISIONS ARE FINAL!

SOUVENIR TRAILERS

Any drivers who wish to take their own Souvenir Trailers to events should be aware of the following conditions: Drivers who are in the top 10 of the Points Championship, and have not missed any Championship races, must pay a Fee to the Race Promoter of \$100 per driver per event. Any Drivers, who are not following the Series on a regular basis and wish to sell merchandise at the racetrack, must make their arrangements by contacting the promoter. If the vendor plans to sell anything other than the driver's merchandise the vendor will have to make their payment arrangements with the promoter. The \$100 rate is based on each driver the vendor is selling for.

DECALS

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

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

SERIES UNIFORM LOGO PATCHES

All Lucas Oil Late Model Dirt Series 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.

CONTINGENCIES

Certain other Product Manufacturers will be awarding Contingency Money to Drivers finishing the Feature. These Awards are dependent upon the Manufacturers Decal being carried on the racecar. 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 racecar. Also, please be aware that the Series' responsibility is ONLY to provide the

Manufacturer with your Name and Address, and not to pay the award. All cars finishing the Feature Race will be checked by Series Personnel for the appropriate Decals.

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

SIGN IN

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

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

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

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

ENTRY FEES

All Drivers/Teams will pay an Entry Fee for each Event as follows:

Any show \$20,000 to win and less will carry a \$110 entry fee.

Entry Fee must be paid before a team will be allowed to draw for qualifying.

In the event of a Rainout, Cancellation or postponement (other than next day), all Entry Fees will be refunded or held over at Teams' request.

Entry Fees are collected on a race-to-race basis. Each race will be separate. Only in the event of a rain out will the entry fee be carried over, and the Entry Fees collected will only be good for that Event.

RACECEIVERS

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

Race Director and Head Scorer are the only people permitted to transmit on a Raceceiver device. Use of any other type of radio is not permitted.

TECHNICAL INSPECTION

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

All racecars must pass through Technical Inspection before Driver's Meeting. ALL racecars must pass Technical Inspection before a Technical Sticker is issued.

Any changes or alterations required must be completed, and the racecar returned to Technical Inspection before Hot Laps - No sticker means No Hot Laps - No exceptions

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

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

Any racecar found to be illegal, as a result of changes, on the Starting Grid for the Main Feature or a Last Chance race, will be changed back to legal and start from the rear - changes may not be made on the grid, car must return to the pits. Failure to follow this procedure will result in immediate disqualification, and the grid being filled with the next alternate. Please Note: If a driver decides that changes need to be made to his car (such as changing tires) once it has been put into position on the starting grid for the feature, he may not leave the grid to make changes until the field has been sent off on the warm-up lap. It is the Driver's responsibility to return before the one-to-go signal has been given in order to retain his starting position, or start from the rear. No Exceptions.

DRIVERS MEETINGS

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 Late Model Dirt Series Official Trailer.

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

ALL DRIVERS will be responsible for information discussed at the drivers meeting. The drivers meeting is not a social gathering, your attendance and attention are mandatory.

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

HOT LAPS

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

QUALIFYING

Drivers must qualify in the order that they drew. If the driver misses their time trial qualification spot for whatever reason, the driver will only receive one (1) qualification lap at the end of the time trial line. If the driver uses this option the driver cannot start better than the transfer spots in a heat race.

If 4 cars are transferring, the highest starting position will be 5th.

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

Group Qualifying format will be used when we run 4 heats or more.

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.

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.

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

RACE FORMAT

Time Trials/Qualifying will determine the lineups for Heat Races. All Drivers must run a Heat Race or Last Chance Race in order to transfer to the A-main. Heats will be ten (10) laps unless otherwise notified in the drivers meeting for events paying \$20,000 to win or more. Heat Races will invert the same amount of cars that transfer through the Heat Races up to a

maximum of four cars. The number of transfers and Heats will depend on the number of entrants and will be announced at the drivers meeting.

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

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

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

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

PROVISIONAL STARTS

A maximum of two (2) Provisional Starters will be allowed in any Main Feature. Provisional Starters will be the two (2) Highest Points Scorers from the Points Standings who are in good standing with attendance throughout the 2011 season and not qualified for the A-Main.

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

All Drivers will begin the 2011 Season with eight (8) Provisionals for the Season. A driver will earn one (1) additional Provisional Start after every eight (8) attended races.

For the first 5 Points Events of the 2011 Season, the Provisional Starters will be determined from the final 2010 Points standings provided the driver has perfect attendance in 2011.

The series will revert back to a fast time provisional starter after the top 25 in points are in the feature.

EMERGENCY PROVISIONAL STARTER

A maximum of two (2) Emergency Provisional Starters will be allowed in any Main Feature starting after the qualified field. Emergency Provisional Starter will be the Highest Points Scorer from the Points Standings who are in good standing with attendance throughout the 2012 season and not qualified for the A-Main.

Once a Perfect Attendance driver has used his (2) Emergency Provisional's he can be granted additional provisional's as long as all other Perfect Attendance Drivers are in the field . If a driver chooses to use an Emergency Provisional he/she will receive points for the

feature finish but will only be awarded payoff for the difference of start money and their feature finish.

PROMOTER'S OPTION

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

POINTS BREAKDOWN

Every driver receives 50 "Participant Points" as long as they pay an entry fee and compete in at least time trials, heat race, or a b-main event.

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

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

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

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

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

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

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 |

| | | | |
|------------------|-----|------------------|----|
| 9 th | 135 | 22 nd | 75 |
| 10 th | 130 | 23 rd | 75 |
| 11 th | 125 | 24 th | 75 |
| 12 th | 120 | 25 th | 75 |
| 13 th | 115 | 26 th | 75 |

2012 POINTS FUND CRITERIA

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

The 2012 Awards Banquet will be held in December, Date, Time and Place to be announced. Any Drivers not attending will only receive half of their awards at the first event of the 2013 season.

ROOKIE OF THE YEAR

There will be a Rookie of the Year Prize for the 2012 Season. This will be a Cash Prize of \$10,000.00.

Drivers' eligibility for the Rookie of the Year Award will be determined by the Lucas Oil Late Model Dirt Series Officials as follows: Drivers wishing to compete for the Rookie of the Year Award must indicate their intention by applying, in writing, to the Lucas Oil Late Model Dirt Series. Letter of Application should contain the following information as a minimum: Age, Years of racing experience, Years competed in Late Model Division, Number of races won, Biggest Purse won in Late Model events, List of Achievements and etc, Details of Car/Team for the forthcoming Season and Photos if available. Application letters must be received before the first intended Lucas Oil Dirt Late Model Series event, or in any event prior to the end of March 2012 and the participant has perfect attendance.

Eligibility will be determined by the number of years, or part years of Late Model driving experience. Up to five (5) years experience will serve as a guideline. Any Driver with less than five years of Late Model experience may compete for Rookie of the Year Honors, provided that they have not finished either First or Second in any previous Lucas Oil Late Model Dirt Series Rookie of the Year Championship. Number of wins and size of purses won will also be taken into consideration.

The Lucas Oil Late Model Dirt Series 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 \$10,000 to win event, and has run predominantly local may be eligible.

PURSE MONIES

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

APPEARANCE MONEY & WINNERS CIRCLE PROGRAM

Appearance Money of \$700 will be paid to the Top Ten in Points at each event. This money will be paid in addition to any Purse Monies the Driver might receive. (See Autograph Sessions)

All Drivers in the Top Ten in points will be eligible for the 2012 Winners Circle Program. For the First 5 points' races of 2012, the 2011 Final Points Standings will be used.

If a driver that is in the Top 10 in point standings misses any event(s), that driver must make-up total number of missed event(s) before driver is eligible once again for Winners Circle Money.

The program will consist of \$7,000.00 per Event, payable at the rate of \$700.00 to each Driver in the Top Ten. On a 2-day Event, Drivers must be in attendance BOTH days. This money will be paid to the Driver in addition to any Purse monies he might receive.

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

HARDSHIP POINTS

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 awarded for Hardship.

RAINOUTS

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

All scheduled events that are rained out, or otherwise canceled due to circumstances outside the control of Lucas Oil Late Model Dirt Series Officials and Track Officials will be re-scheduled if at all possible. Drivers and crewmembers 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.

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

RAIN DELAYS – In a rain delay situation, Lucas Oil Late Model Dirt Series Officials reserve the right to amend the racing format in the interest of time restraints and/or scheduling conflicts. The format change will be made with the FANS & RACE TEAMS best interest in mind, and changes will only be made if an event is in jeopardy of being lost due to rescheduling availability, a time curfew or inclement weather. Under these circumstances the amount of laps for Time Trials, Heat Races and Main events may be shortened.

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

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 qualifying is not complete then qualifying will restart from the 1st pill draw position. Heats and or B-main will be restarted from the beginning of a given Heat or B-Main as long as it is over half way complete. Provisional will be awarded to with the current rescheduled date standings.

AUTOGRAPH SESSIONS

On all events during the 2012 season there will be an autograph session in the vendor area. The time for the autograph session will be announced. Regardless of their starting position for that day's event, it is mandatory that all drivers in the Top Ten in points attend. Failure to comply with this request will result in the forfeiture of half in Winners Circle money.

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.

PRERACE STAGING

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 and not be limited to: Time Trials, Heats, B-Mains, Drivers Introductions & A-Main.

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

TEN-MINUTE CALL

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

RACE PROCEDURES AND RULES

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

All original starts will be double file and start at the start cone placed midway between turn four and the starters stand. Front Row should approach the start cone at a moderate pace, keeping nosepieces as even as possible. Once the front row reaches the start cone they may

accelerate and the race will be underway. Any driver jumping the original start will be warned for the first offense, second offense the driver will be moved back a row.

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 be disqualified from that race with no warning.

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.

Double-File Restarts will be implemented in the A-Main of Lucas Oil Late Model Dirt Series events.

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

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.

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

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

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

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

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

SPIN RULE

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.

HEAT RACE & CONSI ASSIGNMENTS

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

ALTERNATES

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

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

CAUTION PROCEDURES

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

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.

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.

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

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

If a pass has taken place somewhere on the score sheet, we can elect to revert back to the last completed green flag lap. We may elect to leave a car in line after a pass if a car is considered to be making forward progress through the field.

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

both.

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

A-Main pit stops ONLY during SPEEDWEEKS and/or Special events in 2012 as announced in the drivers meeting.

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

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

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

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

PENALTIES

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

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

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

ON TRACK PENALTIES

No changing tires on the grid and no changing tires in the pits once the grid is released for

an initial start.

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

Under Green Flag or Caution Flag conditions, the Lucas Oil Late Model Dirt 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.

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

Note: Any Driver who enters another Driver's Pit area will be deemed the Aggressor. Away from the driver's Pit area, both drivers will be considered Aggressors. Drivers should be aware that they will be held responsible for any members of their Race Team, and the above Penalties will apply even if the driver concerned is not directly involved.

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

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.

The Lucas Oil Late Model Dirt Series Officials reserve the right to increase the above Penalties, depending on the severity of the incident.

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

TIME

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

As a general rule, from the end of a previous event on the track, you will have a maximum of 10 minutes to be in position, either on the Grid or in the staging area, for your scheduled event. During Heat Races, you must be in the staging area before the end of the previous

Heat. At Feature time Driver Introductions will begin at the end of the 10-minute call time period - if you are not in position by the required time during the program you will start from the rear.

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

WEIGH-IN

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

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

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

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

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

CHANGES/SUBSTITUTIONS

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

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

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

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

ATTENTION ALL DRIVERS TEAM OWNERS AND TEAM MEMBERS

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

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

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

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

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

Any Driver entering and competing in a Lucas Oil Dirt Late Model Series event acknowledges and accepts the following: Lucas Oil Late Model Dirt Series and its assigns may use the Driver's names, pictures, likeness, and performances in any way, medium, or material. Including without limitations by and through, television, radio air-wave: cable and satellite broadcasts, film productions, videotape reproductions, audio-tape reproductions, transmissions over the Internet and public and private on-line service authorized by Lucas Oil Late Model Dirt Series and the like, before, during and after the event for promoting, advertising, recording or reporting in the event or any other Lucas Oil Late Model Dirt 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.

Filename: 2012_SFI_Rule_Book2102012.doc

Last Edited: February 10, 2011 1:15PM