



2022 UTV Short Course Off-Road Class Rules

Classes: Youth 1000, Youth 570, Youth 170 Mod, Youth 170, Sportsman, Women's, Pro N/A, Pro Turbo, and Mini Stock Trucks.

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

LUCAS OIL SPEEDWAY officials have full authority over said sanctioned racing events. In the event of any dispute, the Director's decision will be final.

All race vehicles are subject to be inspected by a LUCAS OIL SPEEDWAY track official at any time during the event.

LUCAS OIL SPEEDWAY reserves the right to alter or amend these rules and/or regulations in the interest of safety and/or fair competition.

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

Please remember that we are here because of the Fans, and 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 LUCAS OIL SPEEDWAY into disrepute.

LUCAS OIL SPEEDWAY is a professional organization and will conduct itself in its dealings with everyone, including Fans, Drivers, Team Members, Series Sponsors, Team Sponsors, Tracks and the Press. LUCAS OIL SPEEDWAY therefore expects the same from its Drivers, Team Members and Team Sponsors. LUCAS OIL SPEEDWAY and officials therefore reserve the right to take disciplinary action against anyone who brings LUCAS OIL SPEEDWAY 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 LUCAS OIL SPEEDWAY, 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 LUCAS OIL SPEEDWAY and officials to suspend either temporarily, or permanently, any driver, team member or team sponsor whose actions, in the sole opinion and discretion of LUCAS OIL SPEEDWAY and officials, may have resulted in, or may result in, harm or detriment to LUCAS OIL SPEEDWAY.

LUCAS OIL SPEEDWAY 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 SPEEDWAY Races.

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

Unsportsmanlike Conduct: Any driver/crew member/participant found by LUCAS OIL SPEEDWAY officials to be engaging in unsportsmanlike behavior or any inappropriate behavior that affects the orderly conduct of an event, the interests of Off-Road racing, or LUCAS OIL SPEEDWAY will receive a penalty. This includes any aggressive action toward an LUCAS OIL SPEEDWAY official and or track official by a driver/crew member/participant including arguing, yelling or raising your voice when talking to an official, touching the official in any physical way, and any social media posts, public or private statements that are offensive or detrimental to LUCAS OIL SPEEDWAY or an LUCAS OIL SPEEDWAY official. Driver/Crew Member/Participants are solely responsible for the actions of all team members at all times and in the event that a team member shows Unsportsmanlike Conduct, LUCAS OIL SPEEDWAY officials may penalize the driver/crew member/participant for the actions of the team member in addition to any penalty to the team member for his / her actions.

Any Driver entering and competing in a Lucas Oil Speedway event acknowledges and accepts the following: LUCAS OIL SPEEDWAY 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 airwaves.: 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 SPEEDWAY and the like, before, during and after the event for promoting, advertising, recording or reporting in the event or any LUCAS OIL SPEEDWAY 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.

SAFETY EQUIPMENT

Restraint Systems

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

Window Nets

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

Helmets

- A.) A helmet certified to Snell SA2010/FIA-8860, Snell SA2015/FIA-8860, SFI 31.1/2010 or SFI 31.1/2015 is REQUIRED.

Driver Suits

- A.) A driver suit certified to SFI Spec 3.2A/5 is REQUIRED.

Gloves

- A.) Gloves certified to SFI Spec 3.3 are REQUIRED.

Shoes/Boots

A.) Socks and Shoes certified to SFI Spec 3.3 are REQUIRED.

Head and Neck Restraints

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

B.) At all times during an Event (practice, qualifying, and competition), drivers must connect their helmet to a head and neck restraint device/system certified to SFI Spec 38.1, and must be acceptable to LUCAS OIL SPEEDWAY. 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

B.) It is the responsibility of the driver, not LUCAS OIL SPEEDWAY, to ensure that his/her device/system is certified to SFI Spec 38.1, correctly installed, maintained, and properly used.

RaceCeivers & Radios

1. ALL Classes must use a raceceiver to listen to race control. MANDATORY
2. RaceCeiver one-way radios are required to be used in every portion/segment of an event.
3. 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.
4. Raceceiver must override spotter communication when race control is transmitting to driver.
5. Radios: Radios must be of two-way voice communication type only. Each race team is responsible for meeting FCC requirements.
6. Radio communication between drivers is not permitted.
7. All radio frequencies are subject to approval.
8. Spotters are allowed for all race teams. Internal Radio communication is permitted between driver and their respective Pit Crews/Spotter. Drivers may be penalized for inappropriate spotter behavior.

Fire Suppression System - NOT REQUIRED

Fire Extinguishers- Each pit area must have a portable UL approved 5+ lb ABC-class dry chemical type or equivalent fire extinguisher. Each vehicle must also carry a portable UL approved 2.5+ lb ABC-class dry chemical type or equivalent fire extinguisher, attached to the UTV and readily available to driver and emergency personnel, (2 are recommended 1 inside vehicle and 1 outside vehicle).The mounting must be in such a way as to prevent damage or dislodging to fire extinguisher during a rollover and must be marked as to allow persons not familiar with the vehicle to easily find fire extinguisher, On board fire suppression systems are HIGHLY RECOMMENDED. in addition to the portable fire extinguisher. Fire extinguisher must have a gauge, be fully charged and be easily accessible. One (1) completely full fire extinguisher must be mounted on the roll cage, to either side of the competitor. Extinguishers should not be mounted close enough to fuel cells or potential fire hazard areas that would make it dangerous to quickly reach.

Technical Inspection

A.) All vehicles subject to be inspected by LUCAS OIL SPEEDWAY Official and/or designated Technical Inspector(s) at any time. LUCAS OIL SPEEDWAY is a sanctioning body, therefore designated LUCAS OIL SPEEDWAY officials may make a technical inspection call at any track when attending sanctioned races in an official role. On a weekly basis, all technical inspection is the responsibility of the affiliated track. LUCAS OIL SPEEDWAY officials may and will act in an advisory role and may be called upon by track technical inspection officials for advice. The final judgment call for LUCAS OIL SPEEDWAY special events is made by designated LUCAS OIL SPEEDWAY officials. If a track does not have a designated official, LUCAS OIL SPEEDWAY reserves the right to assume this role by appointing an official to fulfill this duty on an as-needed basis.

B.) Approval of any race vehicle by an official shall mean that the racecar is approved for participation in the event and shall not be construed in any way to mean that the inspected vehicle is guaranteed to be mechanically sound or safe. Be it further declared that officials and/or LUCAS OIL SPEEDWAY shall not be held liable for any mechanical failure, nor for any loss, injuries or death resulting from the same.

Penalties

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

B.) Under Green Flag or Caution Flag conditions, LUCAS OIL SPEEDWAY 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 LUCAS OIL SPEEDWAY Officials and or track officials. 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.*

C.) Any physical confrontation, either on the Racetrack or in the Pits, will result in the Aggressor or Aggressors being suspended for the next three events or payment of a \$1,500 fine PLUS the loss of 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.*

D.) 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.

E.) LUCAS OIL SPEEDWAY Officials reserve the right to increase the above Penalties, depending on the severity of the incident.

Changes / Substitutions

A.) No driver will be allowed to use a backup car or exchange a car or driver once he/she starts heat races. Once a driver has entered a car in the heat race then that car must start the feature. No exchanging of cars or drivers once heat races have been completed.

The following rules will apply the UTV divisions. All rules are intended to meet the safety requirements to afford a safe, competitive, and fun event. It is understood that many UTVs feature modifications that fall outside the Lucas Oil Speedway rules. It is the responsibility of the driver to contact a Lucas Oil Speedway Tech Official prior to competition for approval.

Doors- . Cars equipped with fully welded bars at ankle/ knee and shoulder height incorporated into the cage at door openings are preferred and HIGHLY RECOMMENDED. At minimum full doors are mandatory and shall be required to participate on track surfaces. Lockable side protection doors must be mounted in a way as to not be able to pop open during racing. Factory full doors with secondary locking mechanisms are approved. (Heavy duty zip ties or hose clamps will meet this requirement)..

Roof- Full coverage roofs are required. Driver must be protected during a rollover in such a manner that prevents him/her from extending any part of the body outside of the frame of the vehicle. Roof must be solid and of substantial enough material so as to not break apart in roll over roof must be securely fastened to the frame/cage of the vehicle. In the case of no full coverage roof, cars must have bars welded front to back above driver position or x bars above and mandatory arm restraints on both arms.

Roll Cages- All competing vehicles must have a fully intact roll cage free of structural damage and in good general repair. Stock roll cage will be allowed but aftermarket 6-point roll cages made for racing are HIGHLY RECOMMENDED. 170 classes may use 1.25 x .095 minimum tubing for main roll cages. 570 classes may use 1.50 x .095 minimum tubing for main cage. All other classes are to use a minimum of 1.75 x .095 tubing for the main cage. Top of the roll cage above the driver's head must have either an "X" or a front to back center bar.

Mirror-A rear view mirror is recommended on all vehicles. Mirrors should have at least 6 square inches of mirror surface and should have a reasonably unobstructed view of the area behind the vehicle.

Windshield Area Rock Guard- Recommended for UTV's with the exception of the RZR 170 class. Rock guard fabricated with a minimum 1/8" rod and a maximum 1.5" square opening welded at each intersection.

Exhaust- Fully functioning exhaust is required, Aftermarket exhaust is allowed unless specifically disallowed in vehicle class.

Lights- Rear tail/brake lights must be functional. Rear taillights must remain on at all times. High beams/off road front lighting is not allowed, with the exception of any woods course event.

Fuel Tanks- Fuel can only be carried inside the machine's fuel tank. NO modifications of the stock fuel tank/filler/lines/caps/etc. will be allowed. **Must be Stock.** Mini stock trucks will be required to have aftermarket racing style fuel cells.

Brakes- Brakes must be in safe working order and be able to apply adequate force to lock up all four tires. Brakes must be in safe working operating condition during the entire event. If brake system problems do occur during the event they must be repaired before continuing in competition or practice.

Numbers- Race numbers to be a minimum of 8" tall, no narrower than 1 inch in stroke. Vehicle numbers must be highly visible and in high contrast to the paint scheme. Vehicle numbers must remain visible during the entire event. and be legible from all four vehicle angles. It is recommended to place number plates on the upper portion of the vehicle to minimize mud/damage. Number plates must be cleaned in between each scored event in order to ensure that your vehicle is accurately scored.

Wheel Spacers- NO WHEEL SPACERS ARE ALLOWED

Kill Switch- Each vehicle must have a positive action on /off switch in working order. The switch should be clearly labeled ON/OFF and located within easy reach of the driver and from the outside of the vehicle. The OEM key switch is acceptable.

Nitrous Oxide- NOT ALLOWED ON ANY VEHICLE IN ANY CLASS

Machine Width- UTV machine width can be a maximum 76 inches unless specially noted as otherwise in individual class rules

CLASSES: No passengers allowed in any classes All classes are tentative and may be changed, altered, or updated at the discretion of the race director. Classes may be SAFELY combined at the facility discretion or if there are not enough cars (5 or more) per class.

Youth 170 STOCK- AGE 5-12

Children as young as 4 may be allowed to participate in this class with parents permission as well as special approval from track officials.

Must maintain OEM engine/frame combination. Modifications only allowed for safety and durability. Engines and all internal parts must remain completely stock. No internal engine modifications. Must use a stock throttle body. Exhaust must remain stock. No aftermarket ECU's. Suspension must remain in stock configuration. Dual A-Arm front conversions not allowed. Aftermarket rear swing arms are allowed but must maintain stock length/width. Aftermarket A Arms allowed but vehicles must remain within 53.5" maximum width and use stock mounting locations. HANS or similar full neck restraint systems (meeting SFI 38.1 certification) are HIGHLY RECOMMENDED to be used. There is no payout for this

class. Trophies and points are awarded and there will be a season champion.

Youth 170 MODIFIED- AGE 7-12

Children as young as 6 may be allowed to participate in this class with parents' permission as well as special approval from track officials. If your child is younger than 6, please see the facility owner.

Performance modifications such as exhaust, throttle body, and ECU,s are allowed. Must maintain OEM engine/frame combination. Engine modifications allowed up to 250 cc maximum displacement. No turbo, superchargers, or nitrous. Suspension modifications are allowed such as dual A-arm conversions, after-market swing arms, after-market shocks, tires and wheels. one shock per wheel. 53.5 max width HANS or similar full neck restraint systems (meeting SFI 38.1 certification) are HIGHLY RECOMMENDED to be used. There is no payout for this class. Trophies and points are awarded and there will be a season champion.

Youth 570- Boys and girls ages 10 to 15.

Production UTV 570cc or under. *Boys or Girls under the age of 10 may be permitted to race with parents permission in this class. Modifications should be focused on safety and durability, Performance modifications should be kept to a minimum. Must maintain OEM engine/frame combination. Engines and all internal parts must remain completely stock. No internal engine modifications. Must use a stock throttle body. No aftermarket ECU's. Must use stock transmission and gear ratios. Must use stock clutch, however commonly available aftermarket springs, weights and helix may be used. All A- Arm and shock locations must be in stock location. One shock per wheel. Replacement A-Arms are allowed but must remain a direct replacement and retain all stock pivot point locations. Maximum width of 66". HANS or similar full neck restraint systems (meeting SFI 38.1 certification) are HIGHLY RECOMMENDED to be used. There is no payout for this class. Trophies and points are awarded and there will be a season champion.

YOUTH 1000 – Boys & Girls age 12-16- NO TURBOS

Any NA Production UTV up to 1000 cc. NoTurbos/superchargers/Nitrous Allowed. Children as young as 10 may be allowed to participate in this class with parents' permission as well as special approval from track officials. SAFETY GEAR MUST FIT CHILD PROPERLY (HARNESS MUST HOLD CHILD SECURELY, BE ABLE TO SEE OVER STEERING WHEEL AND REACH PEDALS COMFORTABLY) Modifications: Suspension Modifications such as Shocks, A-Arms, Trailing Arms, Radius Bars, Limit Straps, Sway Bars are allowed provided all suspension mounting points are in the factory locations. Engine modifications such as Exhaust, Programmer/Tuner and Fresh Air Intake are allowed HANS or similar full neck restraint systems (meeting SFI 38.1 certification) are HIGHLY RECOMMENDED to be used. There is no payout for this class. Trophies and points are awarded and there will be a season champion.

SPORTSMAN 800cc - 1000cc includes turbos -This is intended to be a class for beginner drivers age 14 and older.

Production UTV 1000cc or under. Modifications: Suspension Modifications such as Shocks, A-Arms, Trailing Arms, Radius Bars, Limit Straps, Sway Bars are allowed provided all suspension mounting points are in the factory locations. Engine modifications such as Exhaust, Programmer/Tuner, and Fresh Air Intake are allowed. All brands/models/displacement UTV's are allowed as long as the machine meets all safety requirements. 170 & 570 classes are excluded from this class. HANS or similar full neck restraint systems (meeting SFI 38.1 certification) are HIGHLY RECOMMENDED to be used. There is no payout for this class. Trophies and points are awarded and there will be a season champion.

WOMENS N/A (UTV engines limited to 1000cc maximum) - This class is specifically for Women only, ages 13 and up.

Displacement: Maximum 1000cc. Vehicle eligibility: Any sport UTV up to 1000cc naturally aspirated model is allowed. Engine modifications are permitted, but stock center cases, cylinder and head must remain stock. No BIG BORE Cylinders. MAO Racing reserves the right to mark engine blocks prior to any event. Engine displacement may be checked by an MAO Racing UTV tech inspector at any time.

ECU flash is permitted along with any aftermarket exhaust.

Suspension: All Shock mounting points/location may be moved, but All Chassis/A-Arm and Trailing Arm mounting locations shall remain in the OEM location. Aftermarket shocks, including modified internals/springs are allowed.

Clutching: Any aftermarket clutching, or components is allowed.

Superchargers/turbochargers or nitrous systems are NOT permitted.

Door panels must be fastened and provide full coverage (no half doors).

Aftermarket cages are allowed and recommended.

Safety equipment required. (See Driver Tech Safety items for requirements)

PRO UNLIMITED N/A (Natural Aspirated) - Drivers must be at least 14 years or older at the time of the event. Any production UTV 1000cc or under Modifications: Suspension Modifications such as Shocks, A-Arms, Trailing Arms, Radius Bars, Limit Straps, Sway Bars are allowed provided all suspension mounting points are in the factory locations. All modifications are allowed with the following exceptions: NO turbo/superchargers/nitrous. HANS or similar full neck restraint systems (meeting SFI 38.1 certification) is HIGHLY RECOMMENDED to be used and will likely be a requirement for the 2021 season. This class will be a payout class. Payouts will vary depending upon the number of entries per class.

PRO UNLIMITED - Drivers must be at least 14 years or older at the time of the event. Any UTV 1000 cc or under Modifications: Suspension Modifications - no limitations other than 76" maximum width. Engine Modifications - no limitations, with the exception of nitrous oxide. Minimum SFI 3.2A/1 single layer Fire Suit (1 or 2-piece jacket/pants). All modifications are allowed. Any UTV that does not meet the limits of the above rules/classes will be required to compete in the Unlimited UTV class. This class will be a payout class. HANS or similar full neck restraint systems (meeting SFI 38.1 certification) is HIGHLY RECOMMENDED to be used and will likely be a requirement for the 2021 season. This class will be a payout class. Payouts will vary depending upon the number of entries per class.

Mini Stock Truck Class

A two-wheel drive four wheel vehicle known as a mini or a mid-sized pick up. It must be a stock production vehicle that has been produced in quantities of at least 50,000 for a twelve-month period and available to the public of the U.S.A All components must remain stock unless modifications are called out below. All engine, body, and chassis combinations must remain the same

Frame - Complete unaltered OEM frames are required. No material may be removed with the exception of any unused brackets or tabs. Body mount may be modified or removed for roll cage clearance. Material may be added to reinforce the frame.

No cross members may be removed except for those that interfere with the driveshaft or rear end housing. That means no moving, modifying or removing a cross member for any other reason including shock clearance, fuel cell mounting, weight reduction or suspension component mounting. Body for nerf bar tubes

Roll Cage - All trucks must have a minimum of a six-point roll cage.

All roll cages must be constructed of 1 ½ inch diameter or 1 ¾ inch diameter by .120 or larger seamless D.O.M. or 4130 tubing for the main cab area. This includes all structural bars in the cab as well as the down bars that exit the rear of the cab. Structural bars are front down legs in cab, main hoop, main halo, dash bar, driver's side door bars and rear down bars

All roll cages must have 3 driver's side door bars with internal vertical supports All roll cages must have at least 2 passenger side door bars

Driver side door bars must curve outward into the door to create a larger safer driver's compartment

All roll cages must be constructed with diagonal supports to keep the cage from collapsing in a collision from any direction

All structural intersections of tubing must have a 3 inch by 3 inch by .120 gusset

Additional tubing beyond the minimum requirements may be added and does not have to be 1 ½ inch by .120

All tubing, welds, gussets and roll cage construction is subject to Tech approval Roll bar construction must be welded

There must be a minimum of 2 inches of clearance between the driver's helmet and the cage

Fire Wall & Floor Boards – Must be stock and in stock location, no removal of material allowed. (includes rear of cab) All holes over 3/8 of an inch must be covered. Complete OEM floor required.

Body - Original shape, size, configuration and appearance Doors, hood and fenders must be in stock location Stock grill assembly. Body structural members may be cut for installation of roll bars or other supports but must remain intact. Additional mounts and strengthening material may be added Front and rear fenders including hood can be fiberglass. No shocks, air scoops or air filters through the hood. All headlights, side markers and taillights must be removed (headlight openings must be covered).

Doors must be welded or bolted shut.

Enlargement of fender wheel opening (not more than 3" removed with a 2" fender flare max) for tire clearance body lines must be maintained. Front inner fenders may be modified, removed or replaced

Fender's must be bolted on (no DZUS fasteners). May be fiberglass

Bed May be removed May be fiberglass

Pedal assembly must stay in stock location. Any unused tabs or brackets may be removed to provide a safer driver compartment All glass and removable trim must be removed

Dash may be removed; aftermarket analog and electrical individual gauges are allowed Electronic dashed are not allowed

Bumper/Nerf Bars

Front and rear bumpers are required

Bumpers and nerf bars must have looped ends

Front bumper must be at least 36 inches wide and must not extend beyond the outside edge of each tire

Front bumper may not extend more than 12 inches in front of the hood

Rear bumpers must extend from frame rail to frame rail in order to protect the fuel cell from impact

Rear bumper may not extend wider than the outside edge of each bedside

Rear bumper may not extend more than 6 inches beyond the rear of each bedside

Bumpers must not protrude more than 2 inches past the outside of tires when viewed from the front or rear

Nerf bars are allowed but may not extend more than 2 inches wider than the widest portion of the body.

Nerf bars must be attached to the frame below the body. No holes may be cut in

Seats

All seats must be securely fastened to a structural member so as to allow no movement up and down, fore and aft or side to side. Seat construction must be such as to take the intended abuse of this type of racing Any manufacturer off-road suspension, road race or full containment seats only. No stock seats allowed

5-point harness seat belts only

Weight

4 cylinders less than 2.5 liters must weigh at least 2600 pounds

4 cylinders 2.5 to 2.7 liters must weigh at least 2800 pounds

6 cylinders 3.0 or less liters must weigh at least 3200 pounds

The vehicle must weigh the minimum amount any time before, during, or after the race with driver (regardless of missing body parts or amount of mud)

Steering

All steering components must remain OEM and in stock location. Tie rods, tie rod ends, relay rods, turning arms, and pitman arms may be strengthened and replaced but location and operation must remain as OEM part. Any steering wheel is allowed. Steering quickeners allowed. Any aftermarket power steering pump or reservoir is allowed. Aftermarket steering shafts allowed. Any steering shaft that leads to the steering wheel must have at least 2 flexible joints unless aftermarket shaft is used and is collapsible.

Suspension

Suspension parts must remain stock and in stock location as on delivered chassis such as A-arm, I-beams, front axles, etc. Except for shock absorbers, leaf springs and upper control arm on double A-arm type front suspension. Suspension components may be strengthened or gusseted as needed. Upper shock mounts may be relocated. Rear lower shock mounts may be relocated but must remain on the rear axle housing or on leaf spring U bolt backing plate.

Front and rear spring must be in stock location, use stock pivot points, and be of the OEM Design.

Aftermarket springs allowed. Any spring rate allowed.

If aftermarket leaf springs are used, OEM stock shackles must be used and OEM shackle mount location must be used. If OEM leaf springs are used, aftermarket shackles are allowed and shackle mount location is open. Any rubber/poly bump stop allowed. Bushings may be replaced but remain rubber or polyurethane. Sway bar parts may be removed. No aftermarket sway bars allowed.

Use of two single point anti-wrap up bars are allowed (these bars must be mounted parallel to the frame and only one point each connected to the rear end housing). Stock spindles only.

Front upper A-arm may be trimmed along the inside edge so as to allow for a 2.5" diameter shock to fit inside without contact throughout the full wheel travel of motion.

Travel Limits: Front – 9" maximum Rear – 11" maximum

Shock Absorbers

Three 2" non-revalveable non-take apart shocks per corner can be used max. Two 2" revalveable take apart race shock per corner can be used max. Reservoirs allowed. Shocks larger than 2" are limited to one shock per wheel. Externally adjustable shocks not allowed. Bypass shocks, internally or externally not permitted.

Brakes

Stock front brakes. Proportional valves allowed.

Aftermarket brake lines allowed. Brake parts may be removed.

Master cylinder may be moved for tire clearance.

Any OEM rotor may be fit to the rear (minimum drilling and machining allowed). Hand brake mechanical or hydraulic allowed.

No aftermarket calipers allowed.

No rear rotors bigger than 11.5" X 1.25" allowed.

Electrical

Master switch must be labeled, have a red circle around it, be located on the left-hand side of the dash panel and must be accessible from the outside of the race vehicle. Red circle must be at least 1 inch wide. A momentary switch is allowed for priming the fuel system while the engine is not running.

Wheels and Tires

14", 15", 16" or 17" wheels only max wheel width 8"

Must be a DOT tire available to the general public.

No tires bigger than 32 X 11.5

Wheels must be in good repair and made of either steel or aluminum
Bead locks allowed
No tires under 13 PSI at the start of the race

Engines

Must match frame and body manufacturer

Only the same type as installed in the vehicle or offered as an option by the manufacturer in that series to the public in the U.S.A.

Stock location in front of the firewall

Any fuel pump and fuel pressure regulator may be used

4-cylinder engines are limited to do a displacement of no more than 2.7 liters
6 cylinder engines are limited to do a displacement of no more than 3.0 liters
All engines must remain stock appearing

No aftermarket blocks, heads or intakes allowed

All emission equipment can be removed or blocked off

Aftermarket motor mounts may be used but must remain in stock location
Oil pans with windage trays allowed

No turbos, superchargers, or nitrous systems are allowed
No rotary piston engines allowed

Carburetor

Conversions from fuel injected to carburetor is allowed

Carburetor adaptors allowed (no more than 1.25" thick including gaskets)
Only Holley 350 or Holley 500 style carbs allowed

Holley HP or BK models are not allowed
Only OEM EFI systems allowed

No modifications to the throttle bore, throttle plates, base plate or venturi. Choke plates may be removed

Oil System

Any oil cooler allowed but must be located forward of the firewall and between frame rails
No oil lines allowed in the cab

No external oil pumps
No dry sumps

High volume or pressure oil pumps allowed

Battery - May be relocated, but must not be inside the cab

Exhaust - Must have working muffler (all exhaust must pass through mufflers)
Any header may be used

Cooling System

Radiator must remain in stock location
Radiator can be any size. Electric fans allowed

Ignition - Any coil allowed. MSD 6425, 6430, 6440 ignition boxes allowed (must be located outside of drivers reach)
ECU's can be remapped

Transmission - Any bell housing. Must be from same manufacturer as the truck
Must remain stock as manufactured. Fabricated rear transmission cross member and mount are allowed

Clutch and Drive Parts - Performance clutch allowed
Aftermarket torque converter allowed

Differential - The rear end must have been available in the year and make of the truck used
Aftermarket wheel studs allowed. Ring and pinion gear ratio is open
Aftermarket axle is allowed
A spool, limited slip, locker, or welded spider gears are allowed. C-Clip eliminators are allowed.

Fuel Cell

All trucks must use a commercially produced fuel cell located between frame rails

Fuel cell must have a bladder encased in a metal housing (metal must be at least 16 gauge thick)

Fuel cell must have a minimum of 2 straps holding the cell in the truck. The fuel cell vent must be routed in a way to keep fuel from escaping in the event of a roll over
The lines must be routed away from any moving objects and the exhaust

If the fuel cell is mounted in reach of the driveshaft a protective shield must be mounted between the cell and the drive shaft. All mounting hardware for fuel cell and shields must be a minimum of 3/8 inch in diameter and grade 8 or better.

Order of events

There will be one open practice session. Practice time will be posted at sign in. Practice is open to all classes. Track officials will control track entry, number of machines on track, and possibly lap count to ensure safety and track access for all competitors.

There will be a mandatory driver's meeting between practice and the start of heat races. This usually takes place at sign-in and times will be posted.

Two heat races format. Competitors will draw a starting number at sign-in. This number determines your starting order for your first heat race.

The starting order for your second heat race will be the invert of your first heats starting position. Your results from both heat races will be averaged and determine your starting position for the main event. The higher you finish in your heat races, the better your starting position for the main. In the event that two racers have identical heat results, the tie will be broken based upon the starting number drawn at sign in. Heat races will be separated per class. Number of heat races and lap count will be determined by number of entries. Starting order, heat race time, lap count, and class order will be posted at track entry. It is the driver's responsibility to be on time for their race.

Starting order for the main event will be posted once all heat races have been completed. Classes may be combined for main event but will be scored within their respective classes. Starting order, race time, lap count, and class order will be posted at track entry. It is the driver's responsibility to be on time for their race. Driver must compete in a safe manner and vehicles must maintain a safe, operable condition. Driver's may be asked to withdraw from an event an official determines that there is a risk to their safety, another racer's safety, or the safety of a spectator.

Some event may require a change to order of events, race format, or starting format. In these events, the changes will be explained in driver's meeting.

A minimum of five entries/participants are required per class. In the event of less than 5 entries those driver's may be moved to the next most appropriate class. Based upon the discretion of Lucas Oil Speedway officials, classes may be combined or further subdivided.

Lucas Oil Speedway seeks to grow UTV Short Course off-road racing in the area.

Registration / Entry Fee Costs / Payouts

Lucas Oil Speedway UTV Short Course Off-Road Registration Fee - \$50

All competitors will be required to register.

Stock 170 and Modified 170 UTV - \$50 entry fee per event. There is no payout for this class.

Trophies and points are awarded.

570, Youth 1000, Women's, Sportsman UTV, and Mini Stock Truck - \$75 entry fee per event. There is no payout for these classes. Trophies and points are awarded.

Pro Unlimited NA and Pro Unlimited UTV - \$100 entry fee per event. Payout for these classes will be posted on each events' flyer.