

LUCAS OIL MIDWEST SHORT COURSE LEAGUE GENERAL RULES

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PREFACE

"The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all Lucas Oil Midwest Short Course League ("LOMSCL") events, and, by participation in these events, all LOMSCL members are deemed to have acknowledged, accepted, and complied with these rules. No express or implied warranty of safety shall result from publications of, or compliance with these rules and/or regulations. The rules are intended as a guide for the conduct of the sport, and are in no way a guarantee against injury or death to participants, spectators, or others."

LOMSCL rules are the sole property of Lucas Oil Midwest Short Course League. Use of these rules by any other organization or individual is forbidden unless prior written consent is given by the LOMSCL.

LOMSCL, its parent, affiliates, members, officers, directors, or staff, assumes no responsibility, legal or otherwise, for failure or malfunction of any products of manufacturers listed in this rulebook. LOMSCL is NOT liable for actions or decisions made by individuals, promoters, or organizations, etc. using LOMSCL rules.

Specifications and/or suggested standards contained in this rule book are intended for use as a guide with respect to safety and for no other purpose either expressed or implied. The use of the specifications and/or suggested standards contained herein by any association, organization, manufacturer or individual is entirely voluntary and **LOMSCL** will NOT accept any responsibility for consequences resulting from the application of said specifications and/or suggested standards.

TERMINOLOGY

LOMSCL – Lucas Oil Midwest Short Course League

LOMSCL Headquarters – 302 North Sheridan Street, Corona, CA 92880

LOMSCL Rules – The rules in this rule book, along with any amendments issued by LOMSCL Headquarters

LOMSCL Officials – Any person appointed by LOMSCL to officiate at a LOMSCL event either as an employee or independent contractor

LOMSCL Event – A LOMSCL sanctioned motorsports event, to include the designated race as well as all periods for track move-in, registration, pre and post-race inspections, time trials, qualifying races, practice, and track move-out

Participant – A driver, crew member, team owner, mechanic, or any other team member or person who participates competitively in an LOMSCL event

OEM – Original Equipment Manufacturer

Race Vehicle – Any vehicle, prototype, or model that fits the specifications in this rulebook

DOT Tires – Department of Transportation approved, street legal tires

Rookie – Any driver who has not competed in 7 races (in the class he/she plans to run this season) in a professional short course off road racing League. Drivers must apply for rookie status when registering with LOMSCL headquarters

LUCAS OIL MIDWEST SHORT COURSE LEAGUE GENERAL RULES

SECTION 1 – RULE BOOK

- 1.1. **Effective Date** – The LOMSCL rules are effective upon the date of publication regardless of when a competitor receives actual notice.
- 1.2. **Amendment** – LOMSCL rules may be amended or changed by written notice from LOMSCL headquarters at any time. The amendment/change is also effective upon the date of publication.
- 1.3. **Interpretation and Application** – If there is a disagreement regarding the meaning or application of the LOMSCL rules, the interpretation and application by the LOMSCL officials at the event shall prevail. This decision is final and non-appealable.
- 1.4. **Finality of Interpretation and Application** – All participants, including but not necessarily limited to competitors, team owners, sponsors and officials, expressly agree that determinations by LOMSCL officials as to the application and interpretation of the rules are non-litigable, and covenant that they will not initiate or maintain litigation of any kind against LOMSCL or anyone acting on its behalf with respect to such determinations, unless it is determined that the LOMSCL officials made such determinations for no other purpose other than a bad faith intent

to harm or cause economic loss to the participant or official. In the event that a participant violates this covenant and initiates litigation, it is agreed that the participant will reimburse LOMSCL for all litigation costs and that the right to a trial by jury will be waived. LOMSCL reserves the right to take any other action hereunder, including suspension or termination of license/membership for violation of this covenant not to sue.

SECTION 2 – SAFETY

- 2.1. **Responsibility** – Off road racing is a dangerous sport. Each participant assumes the risk of bodily injury, death, or property damage when he/she participates in an event. Although safety is a concern, LOMSCL cannot be held responsible for the safety of participants.
 - A. LOMSCL considers safety a top priority and works with competitors, track owners, manufacturers, and outside experts to exchange useful information regarding safety designs, products, practices, and procedures and to publish and amend rules to reflect the latest safety practices as needed. LOMSCL is not and does not claim to be an expert in safety standards, designs, practices, or procedures, nor is LOMSCL a standards organization or a designer, manufacturer, or seller of safety-related products, facility, or vehicle designs.
 - B. All officials and participants are obligated to inspect the racing facilities, safety personnel, equipment, and conditions at the track on a continuing basis throughout the event. Any inadequacy should be reported to senior LOMSCL officials immediately.
 - C. Participants are solely responsible for their own safety when performing duties as a driver, owner, or crew member and should carry out these duties in a way that ensures minimum amount of risk or injury to themselves and others.
 - D. Neither LOMSCL nor the track owner will be responsible for the adequacy of a participant's race vehicle, equipment, or racing activity.
- 2.2. **Injury Reports** – Any participant involved in an accident while on the racing premises must report to a LOMSCL official before leaving the premises if able to do so, or as soon as the participant is physically able.

SECTION 3 – LICENSES

- 3.1. **License Required** – Any person who desires to participate in a LOMSCL sanctioned event as a driver, crew member, or spotter must apply for, purchase, and receive a valid, current LOMSCL license. No person will be allowed in the hot pit or spotter area without the proper license.
- 3.2. **Eligibility/ Requirements** – To secure a LOMSCL driver's license, a person must:
 - A. Age eligibility is determined for entry to a class as of the persons actual birthday. Maximum age eligibility or "Age Out" will be determined by using the person's age on April 1st of that season. LOMSCL will use the age as of that date for the entire season of racing.
 - B. Be at least 16 years of age for the Pro 4 and Pro 2 classes.
 - C. Be at least 14 years of age and have prior approval from LOMSCL for the Pro Lite and Pro Buggy classes **and all Pro UTV classes.**
 - D. Be at least 8 years of age for the Kart classes in accordance with the LOMSCL Kart Rule Book.
 - E. Be approved by LOMSCL officials prior to competing. Drivers may be removed from competition, qualifying or testing any time at the sole discretion of LOMSCL.
 - F. If required by LOMSCL officials, submit list of prior racing experience, pass driving ability tests and/or compete in specified number of regional events conducted by and at the discretion of LOMSCL officials.
 - G. Be physically fit in the sole discretion of LOMSCL. LOMSCL reserves the right to require an applicant to pass a physical examination by a qualified physician at the applicant's expense.
 - H. Execute and deliver all authorizations, releases, applications, consents, waivers, and other documents as may be required by LOMSCL.
- 3.3. **Application Process** – Application forms must be fully executed, signed, and submitted to LOMSCL Headquarters accompanied by the requisite fee. Receipt of an application does not guarantee a license will be issued. Applicants will receive a license following LOMSCL approval of their application. LOMSCL reserves the right to reject a license application for any reason.
- 3.4. **Minors** – Any applicant legally considered a minor under the laws of his/her state must also submit a fully executed and signed minor's release. This release must be signed by the applicant's legal guardian.

- 3.5. **License Non- Transferable** – A LOMSCL driver’s license is non-transferable. Any attempt to transfer, lend, or permit any other person to use any license shall result in a penalty imposed on the licensee and/or the driver that licensee is affiliated with. LOMSCL will not be responsible for any damages arising in connection with such unauthorized use of a license.
- 3.6. **Suspension/ Termination** – LOMSCL may suspend or terminate a license in the interest of off road racing or LOMSCL. The participant will not be obligated to a refund of any license fees submitted.
- 3.7. **Expiration** – A license automatically expires on the last day of the calendar year in which it was issued.
- 3.8. **Ejection** – A LOMSCL official may eject a licensed participant from an event or from the racing premises to promote the orderly conduct of an event. An ejection is final and not appealable.
- 3.9. **Interim Review of Qualifications** – LOMSCL may review the qualifications of a licensee at any time and may require the licensee to submit to additional physical exams, to pass additional driver tests, to submit a resume of experience, or take any other action that LOMSCL deems appropriate to determine whether the licensee continues to qualify for a license.

LUCAS OIL MIDWEST SHORT COURSE LEAGUE EVENT PROCEDURES

SECTION 1 – MEMBER OBLIGATIONS/ AGREEMENTS/ RELEASES

- 1.1. **General Agreements** – By submitting an entry blank and/or participating in any activity related to a LOMSCL event, a participant agrees to the following:
 - A. All rules set forth in the LOMSCL rule book and its amendments are applicable and will be followed.
 - B. All decisions of LOMSCL officials are final, non-appealable, and non-litigable
 - C. All participants voluntarily assume the risk of damage to the race vehicle, the driver, pit crew, or any other person and have no claim for said damages against LOMSCL, track owners, officials, agents, or employees of LOMSCL.
 - D. All participants assume full responsibility for any and all injuries sustained, including death and property damage, anytime they are in the racing areas or en-route to or from the racing areas.
 - E. All participants understand the risk of serious injury or death, which may result from racing, and that participants solely assume that risk when choosing to participate in a LOMSCL event.
 - F. No participant may enter the racing areas (to include the hot pits) unless he/she has personally signed all required entry forms, waivers, release of liability forms, and pit permits applicable to the event.
- 1.2. **Advertising and Promotion Release** – Each participant by entering a LOMSCL sanctioned event, grants to LOMSCL and authorized agents and assigns a license to use and sub-license on an exclusive basis with regard to the products/services of the League sponsors, and otherwise a non-exclusive basis his/her name, likeness and performance, including photographs, images and sounds of the participant and/or any of the participant’s race vehicles in any way, medium, or material for promoting, advertising, and publicizing any LOMSCL sanctioned event or related telecast or programming. Each participant hereby relinquishes to LOMSCL in perpetuity all rights there to for such purposes.
- 1.3. **Telecast and Other Rights** – Each participant, by entering a LOMSCL sanctioned event, acknowledges that LOMSCL, and licensees and assigns, exclusively and in perpetuity own any and all rights to broadcast, transmit, film, tape, capture, overhear, photograph, collect, or record by any means, process, medium or device whether or not currently in existence, all images, sounds, and data arising from or during any LOMSCL sanctioned event or the participant’s performance in the event, and that, except for works created pursuant to the fair use doctrine or the LOMSCL Media Access Policy, LOMSCL is and shall be the sole owner of any and all copyrights, intellectual property rights, and proprietary rights worldwide in and to these works and in to any other works, copyrightable or otherwise, created from the images, sounds, and data arising from or during any LOMSCL event or the participant’s performance in the event. Each participant agrees to take all steps reasonably necessary and all steps requested by LOMSCL, to protect, perfect or effectuate LOMSCL’ ownership or interest in these rights. Each participant agrees not to take any action, nor cause others to take any action, nor enter into any third-party agreement that would contravene, diminish, encroach, or infringe upon these LOMSCL rights.
- 1.4. **Substance Abuse** – No LOMSCL participant (Driver or crew member) may use or be under the influence of alcohol, drugs or any other controlled substance while competing. The League reserves the right to require drug testing in order to assist its enforcement of the League’ no alcohol and no drugs policy. Decision on drug testing and disciplinary action (which may include but is not limited to immediate ejection from an event, a fine of \$500.00, a 90- day suspension, and/or a denial of further entry to any LOMSCL events is at the sole discretion of the League.
- 1.5. **General Conduct** – No LOMSCL participant or team member is permitted to come into race control for any reason during the race event time. Any discussion or communication during a race weekend with the Competition Director may be done at the end of the race day at the Tech trailer.

- 1.6. **Pit Area** – No LOMSCL participant / team is permitted to tear down their pit area or awnings until 30 minutes after the final race of the weekend. Early tear down without prior permission from LOMSCL may carry penalties and or fines to the team.

SECTION 2 – ENTRIES

- 2.1. **Entry Requirements** – In order to compete in a LOMSCL event, a participant must complete and submit an official entry blank for each event by the deadline specified. LOMSCL is not responsible for forms not received or filled out incorrectly.
- 2.2. **Entry Approval** – Acceptance of any entry is at the discretion of LOMSCL. A participant is not eligible to compete until entry blank is received and approved by LOMSCL headquarters regardless of fees submitted.
- 2.3. **Late Entries** – In the event an entry is submitted after the specified deadline, LOMSCL may accept the late entry with a late registration fee.
- 2.4. **Refund Policy** – All refunds must be requested through LOMSCL Headquarters within 14 days of the scheduled event. Once a vehicle enters the race course, whether in practice or competition, a refund can no longer be issued.

SECTION 3 – ELIGIBILITY

- 3.1. **Vehicle Eligibility** – Only vehicles, parts, components, and equipment determined by LOMSCL officials to meet the specifications set forth in the stated rules are eligible to compete in a LOMSCL event. Determinations can be made at any time before, during, or after an event.

SECTION 4 – INSPECTIONS

- 4.1. **Time/ Manner** – All vehicles, parts, components, and equipment are subject to inspection by LOMSCL officials at any time and in any manner. Decisions made in regard to the time or manner of inspection are final, non-appealable, and non-reviewable.
- 4.2. **Inspection Area** – Only those persons permitted by LOMSCL officials are allowed in the inspection area.
 - A. Technical Inspection area will be restricted to a maximum of 2 crew members in the Technical Inspection area at all times. Tech Director may allow additional team members to assist for advanced tear down in special circumstances.
 - B. Staging area will be restricted to the driver and 1 crew member at all times. Once vehicles have cleared pre- tech no modifications / adjustments are allowed for any reason while in staging or on the way to staging after leaving the tech area.
- 4.3. **Competitor Obligations** – A participant must take whatever steps requested by LOMSCL officials, including tear down of the vehicle to facilitate inspection. This may include but is not limited to installing inspection holes, inspection ports, and any other means of inspection deemed necessary. Any inspection that requires tear down or dismantling of any assembly to inspect components is the sole financial responsibility of the competitor and or team. LOMSCL is not in any way financially responsible for any tear down or disassembly or reassembly of components to ensure rules compliance. In passing a vehicle through technical inspection, LOMSCL does not warrant that vehicle's adherence to all rules. The participant is responsible for ensuring his/her vehicle is in compliance with all LOMSCL rules at every event.
- 4.4. **Pre- Race Inspection** – All vehicles must pass a technical inspection before entering the race track.
 - A. If a vehicle does not pass this inspection it will not be allowed to compete unless, in the opinion of the LOMSCL official, the deficiency: will not adversely affect the race, cannot be corrected in time for qualifying for the race or it is insubstantial and does not warrant disqualification from the race.
 - B. If technical inspection is passed but a deficiency is noted on the inspection sheet, it must be corrected by the date and time specified or a penalty may be imposed.
 - C. All helmets and driver gear to be used during the weekend must be presented for pre-race inspection with vehicle. All gear must be clean.
- 4.5. **Post- Qualifying/ Race Inspection** – All vehicles must either be inspected or released from inspection by a LOMSCL official at the conclusion of each race/qualifying session. If a vehicle leaves the inspection area without being cleared by a LOMSCL official a penalty may be imposed. No one including Team members or drivers are permitted to "tamper" with the vehicle in any way in preparation for pre-technical inspection or post technical inspection.
- 4.6. **Technical Penalties** - Penalties imposed for technical infractions are final, non-appealable, and non-reviewable.

- 4.7. **Equipment/ Parts Failing Inspection** – LOMSCL can confiscate any illegal parts and/or equipment found during any inspection.
- 4.8. **Sealing/ Impounding** – LOMSCL has the right to seal or impound race vehicles or parts for inspection purposes. LOMSCL assumes no responsibility for those parts or vehicles.

SECTION 5 – RACE PROCEDURES

- 5.1. **Finality** – All decisions made by LOMSCL officials involving race procedures are final and may not be appealed – subject only to review if one or more officials determine that a review is required. If a review determines that action is required, officials reserve the right to revise race results, impose penalties, and/or award or subtract points.
- 5.2. **Driver/ Crew Responsibilities** – The driver is ultimately responsible for the behavior and actions of all members of his/her team to include crew members, team owners, and spotters. Penalties can be imposed on drivers for actions taken by members of his/her team.
 - A. Drivers must check in and attend all driver meetings.
 - 1. Drivers are considered late to Drivers meeting at the time his/her name is called at roll call. If a driver races in multiple classes, this applies to each class roll call.
 - 2. After 10 minutes of being late you are considered not showing up to the meeting at all.
 - 3. If a Driver is determined to be late for a Drivers meeting, he/she will be penalized by losing 2 positions for the start of that day's event after the inversion is drawn.
 - 4. If a Driver fails to show up at any mandatory Drivers meeting, he/she will not be permitted to qualify and may be permitted to start at the back of the pack for that next scheduled race.
 - 5. Any post qualifying technical inspection violations will start behind any drivers meeting violation penalties.
 - B. Drivers not able to attend a drivers meeting, must have a crew member stand in for them and must notify the Competition Director prior to meeting start.
 - C. Drivers must be on time to compete in events as scheduled. Any driver or vehicle that is not ready to compete at the designated race time may be sent to the back of the field or be disqualified from the race completely at the discretion of LOMSCL officials.
 - D. An eligible driver may drive any qualified vehicle in any event. A rookie driver must have practiced in the vehicle before driving it in competition.
 - E. A driver may not attempt to qualify more than one vehicle per race division.
- 5.3. **Engine Replacement** - Engines may be replaced during a LOMSCL event only after the LOMSCL technical director has been notified. Any engines removed for any reason must be brought to tech for inspection. Engine seal numbers will be tracked back to engine declaration sheets turned into tech
- 5.4. **Starting Positions** – Qualifying positions for the first event will be determined by random drawing. Drivers who do not draw or enter after the close of registration for an event will be placed at the back of the field.
 - A All race vehicles must pass LOMSCL Technical Inspection or be approved by the LOMSCL Technical Director.
 - B All Classes must qualify to determine starting position for any race.
 - 1. All competitors will be offered a chance to qualify when possible for each event
 - 2. Each competitor will be given a joint session with other competitors on the track to record lap times. The fastest lap time will be the top qualifier for each class.
 - 3. The top qualifier will be eligible to have his/her spotter draw from the pill can for the inversion of the field.
 - 4. In the event qualifying is not possible for reasons out of our control the grid will be determined by championship points standing.
 - 5. Any competitor that fails to qualify may still race but will be forced to start at the back of the starting grid behind all other vehicles
 - 6. In the event of an exact tie for fastest lap for qualifying the tie will be broken by 2nd fastest lap, If still an exact tie for the 2nd lap time we will use subsequent laps until the tie is broken
 - 7. Top qualifier for each class will do a random draw for the inversion.
 - 8. If qualification does not occur, current championship points, then previous season points will first determine the grid.
 - 9. Any driver may request to start in the rear at any time if no competitive advantage is obtained.

10. LOMSCL has the option of starting any driver in the rear of the field.
 11. Any position penalties will be applied to the field after the normal grid determination process.
 12. LOMSCL reserves the right to modify the starting grid at any time due to force majeure.
- B. Last Chance Qualifier (LCQ) Procedures-
1. Any class may be selected to utilize the LCQ procedure at the discretion of the Race Director. It will be announced to the class at the Drivers meeting which classes will be utilizing the LCQ procedure if any.
 2. All competitors in a class utilizing the LCQ procedure will be given a chance to qualify for time as a normal qualifying session would be held. Depending on the size of the field and number of competitors the Race Director may split the field into 2 groups for qualifying.
 3. If the field is split into 2 groups, then each group will be given a chance to qualify in his/her group only. No competitor will be permitted to qualify outside of his/her designated qualifying session for any reason. Using the championship points competitors with odd number positions in championship standings will be in group 1 for qualifying. Competitors with even number position in championship points will be in group 2 for qualifying. Qualifying group 1 will occupy the inside (left row) of the main event starting grid and group 2 will occupy the outside (right row) of the main event starting grid.
 4. If split into 2 groups each group will have its timed session and at the end of the timed qualifying session the top 8 qualifiers based on fastest times will automatically progress to the main event race. The spotter for the top qualifying time from both groups will be permitted to draw from the pill can to determine the rotation / inversion for the top 16 positions.
 5. Rotation / Inversion will be done by rows not positions. (i.e. if the inversion number drawn is a 3 then row 1 rotates back to row 3 and rows 2 will move to row 1 and row 3 will move to row 2) Possible Rotation / Inversion numbers are 0,2, and 3
 6. The remaining competitors that failed to make the top 16 qualifiers will be allowed to run in the LCQ race to make an attempt to race into the main event. The top 2 competitors from the LCQ will progress to the main event. The 2 transfers from the LCQ will start behind the top 16 qualifiers in 17th and 18th position respective to their finish in the LCQ
 7. There will also be 2 provisional positions awarded to enter the main event. The top 2 competitors in points if they have failed to qualify into the main event will be permitted to race on a provisional starting position. The 2 provisional starters will start behind the 2 LCQ transfer vehicles and position is determined by current championship points standings for position 19th and 20th.
 8. When utilizing the LCQ procedure for any class the vehicles and competitors that fail to make the main event positions (20 starters) will not be permitted to race the main event and will be awarded finishing positions accordingly at the close of the main event for attempting to qualify. Starting at finishing position 21 points will be awarded accordingly as the competitors finished the LCQ.
 9. If the LCQ procedure is employed no other qualifying procedure rules apply to that class.
 10. Any competitor may only use 3 consecutive provisional starts at any one time.

5.5. Race Start

- A. Starting grid position will be established by LOMSCL prior to each event.
- B. Race vehicles must be in the staging area thirty minutes prior to the beginning of the race.
- C. All vehicles must be ready to race when entering the starting grid.
- D. Late vehicles may start after the green flag, only with permission from a LOMSCL official.
- E. The penalty for making contact with the official pace truck is disqualification. This is not appealable. Passing the pace truck without permission will also result in a penalty.
- F. Scoring and timing of the race does not begin until the official starter waves the green flag. Any vehicle that does not maintain its designated position to that point may be repositioned and/or penalized by LOMSCL officials at their discretion.

- 5.6. **Race Halt** – LOMSCL officials may stop a race at any time the track is deemed unsuitable for racing. Under adverse conditions, a race may be called official after 50% of the laps have been completed, or if any race is halted due to exceeding the allowed time limit for that race of 30 minutes or at the race director's discretion.

- A. When a race is halted prior to the completion of one lap, there shall be a complete restart in the original starting position.
- B. When a race is halted after the completion of one lap, vehicles will line up in the order in which they were running at the completion of the last full lap before the halt. If there is no restart, drivers will be scored and paid on the positions they would have held in a restart.

- C. When an event is halted due to rain or adverse circumstances prize money shall only be paid for the races completed. LOMSCL may reschedule the event to a mutually agreeable date. In that case, the incomplete races would be finished first, and original entries would start in the position they were halted in previously.
 - D. When any event is halted before reaching half of the advertised laps to reach the halfway point no bonus point will be awarded for leading at the halfway point.
- 5.7. **Race Start/ Finish Line** – The official race start line will be indicated at each event during pre-race driver’s meetings. The start line may be different from the finish line.

5.8. Race Course Procedure

- A. A vehicle may be pulled from competition at any time if a LOMSCL official feels it is a hazard to others.
- B. Vehicles must race under their own power and in forward gears only.
- C. If a vehicle gets off the designated race track, speed must be reduced significantly, and the vehicle must merge back into the line safely without gaining time or position.
- D. Yellow Flag - Caution Procedures
 - 1. In a caution where no penalty is imposed Any vehicles charged with the caution may be put to the back of the pack.
 - 2. In any caution where a penalty is imposed to a driver at fault for the caution, any other involved vehicles may be given their position in the field back or be placed at the back of the pack at the discretion of the race director.
- E. Any competitor that has gone one or more laps down must use additional courtesy to the vehicles still on the lead lap. Any competitor attempting to pass the leader(s) to get back on the lead lap must make the passes with very limited or no contact at all. Any contact by the vehicle attempting to pass the leader(s) may be deemed as aggressive driving and result in applicable penalties as deemed necessary by LOMSCL officials. Contact that results in the retirement of any of the vehicles being passed by the lapped competitor may result in severe penalty which may include disqualification and or other penalties at the sole discretion of LOMSCL officials.
- F. A race vehicle that has a tire that is starting to delaminate or come apart in anyway must reduce speed below 30 mph and enter the hot pit and change that tire within one lap, that race vehicle may only pass the flag stand one time in this condition. A race vehicle that continues to throw any debris or parts from their vehicle and or does not comply with the rules above may be disqualified from the race.
- G. Competition Rules Definitions:
 - 1. Track Limits – the track limit or designated race track is determined by LOMSCL as the only area that can be raced on, usually laid out between two or more of the following items, K-rail, fencing, banners, bright colored cones, dirt wall or dirt furrow, sometimes referred to as the racing surface.
 - 2. Competitive racing surface - defined as the area within the track limit that a race competitive speed can be maintained. One example would be, a turn may have a track limit of 80 feet wide but late in the race the competitive racing surface may only be about 40 feet wide, because the dirt beyond the cushion becomes too deep or too soft that a competitive speed cannot be maintained.
 - 3. Cushion – the inside edge of loose dirt that gets pushed and or built up, usually to the outside of a turn.
 - 4. Heavy contact – when one race vehicle contacts another race vehicle with enough momentum and or force, that the other race vehicle is significantly displaced from its current position, path, trajectory and or significantly breaks its momentum.
 - 5. Light contact - when one race vehicle contacts another race vehicle with very low momentum and or force, as not to significantly displace the other race vehicle from its current position, path, trajectory and or significantly breaks its momentum.
 - 6. Defensive move – a race vehicle intentionally moving left or right in order to block or reduce the momentum of another race vehicle.
 - 7. Incidental contact - contact that is believed to be unplanned or unintended, sometimes in conjunction with something else. One example would be but not limited to, two race vehicles racing side by side through a turn, the vehicle on the inside hooks a rut that puts it up on two wheels and instinctively turns outward in order to regain control, in the process of doing so it contacts the vehicle on the outside of the turn.
 - 8. Holding your line – a race vehicle maintaining its course, path or trajectory. (Following the arc or radius of a turn within the track limits).
 - 9. Not holding your line – a race vehicle not maintaining its course, path or trajectory.
 - 10. Aggressive Driving – being at the limit of light contact, multiple light contacts within the same race, the appearance of not being in control and or putting others at unnecessary risk.

- H. Competition Rules: A competitor may receive a penalty for any of the following listed below. ***If any of the following is believed to be incidental contact, there must be no call (no penalty). ***If two or more race vehicles are involved in an incident and all involved are equally at fault there will be no call, unless all involved are deemed to be overly aggressive or unsafe, then all involved will receive the same penalty.
1. Any contact on the approach to a jump that result in a race vehicle leaving the jump in an unsafe manner.
 2. Heavy contact.
 3. Light contact that is maintained: both parties must try to detach or break contact immediately.
 4. When one race vehicle forces another race vehicle outside of, or off the competitive racing surface.
 5. If a race vehicle makes more than one consecutive defensive move: A race vehicle may make one defensive move, only if the lead vehicle has a clear track in the direction of the move. If the track is not clear, a race vehicle may move over but ~~must~~ avoid contact and must leave space on the competitive racing surface for the other race vehicle to continue racing.
 6. If a race vehicle makes heavy contact or fails to leave room on the competitive racing surface while making a defensive move.
 7. If a black flag (penalty) is given in the last two laps of a race, that race vehicle will be scored in last position of the last lap that it completes. If the penalized contact or act results in another race vehicle losing positions or not finish the race, an additional penalty will also be extend to one or more of the following, a points loss, fine, and or next race starting position penalty.
 8. Driving through another race vehicle: An example would be, if a race vehicle leading another race vehicle has changed its trajectory and or over rotated in front of another race vehicle, the oncoming vehicle must reduce speed and try to avoid contact, (on the brakes and off the gas). If contact is unavoidable (incidental) you may not attempt or continue to push that race vehicle, even if it may result in the loss of position.
 9. Not reducing speed when a spin, crash or other unnatural or possible unsafe incident is happening in front of your race vehicle.
 10. If there is ANY contact made at any time other than under green flag (racing) conditions.
 11. If more than one warning for the same offence is given during the same race to the same race vehicle.
 12. If more than one wheel is over or outside of the track limit and an advantage or position is gained.
 13. Not holding your line when the track is not clear to do so.
 14. Aggressive Driving.

5.9. **Official Competition** – All races will run until the checkered flag is shown to the leader.

5.10. Hot Pit Procedures

- A. Hot pit speed limit is 30 MPH.
- B. Race vehicles may not be pushed onto the race track from the hot pit area. Vehicles may be started by hand pushing in the hot pit area, but may not be pushed past the flagman at the track entrance.
- C. All equipment used to service the race vehicle must be removed from the vehicle before entering the race track and must be returned to the equipment side of the pit wall immediately following the pit stop.
- D. Lug nuts must be fully tightened before the race vehicle leaves the pit area. Vehicles will return to pit area for inspection if LOMSCL officials detect a violation of this rule.
- E. All major repairs must be done behind the pit wall.
- F. Only one jack may be used for tire changes. The same jack must be used when changing tires on both sides of the vehicle during a pit stop. A second jack may only be used in the event that a vehicle falls off the first jack, in order to facilitate the use of the first jack.
- G. Air supply tanks and pressure regulators for all air equipment must remain on the equipment side of the pit wall.
- H. There is no fueling in the hot pits.
- I. During a pit stop, one crew member must stand at the front of the vehicle in the driver's direct view for the duration of the stop. The vehicle may not leave the pit until that crew member sees that all work is completed and signals that it is safe to proceed.
- J. No more than five crew members may be over the hot pit wall during their division race.
- K. Long pants and closed toe shoes must be worn in the hot pits and racetrack area at all times.
- L. All pro truck team crew members are required to wear team uniform shirts in the hot pits.
- M. Correct Crew member credentials or valid LOMSCL driver license is required for access to the hot pits.

- 5.11. **Team Spotters** - All teams in all divisions are required to have one spotter per race vehicle, in the LOMSCL designated area any time the race vehicle is on the race track.
- A. Spotter must check in with the LOMSCL official in the designated spotter area before the start of the race and must remain in the area as long as his/her vehicle is on the track.
 - B. Spotters must have 2 working radios consisting of 1 working "listen only" radio and headset with the ability to hear the competition director as well as 1 two-way radio to communicate directly with the driver in the race vehicle.
 - C. Drivers may be penalized for inappropriate spotter behavior.
 - D. Spotters must have vehicle numbers marked clearly on front and back of person so as to be easily visible to LOMSCL officials. Numbers must be black on a white background with a minimum size of 2 inches by 3 inches.
 - E. Spotters for rookie drivers must have yellow stripes on headset on both sides of race car number.
 - F. Radio communication between team drivers is not permitted.
 - G. All radio frequencies must be approved and reported to LOMSCL Series prior to their use.
 - H. No scanning type radios that can transmit voice or other communicative noise will be allowed. Such devices when detected will be confiscated by LOMSCL Series

SECTION 6 – FLAG SPECIFIC RULES

- 6.1. **Green Flag (Start/ Restart)** – All race vehicles must remain in appropriate positions until the race is started as outlined below signifying the start or restart of the race.
- A. Each race track will have a designated start box marked by start line and designated end of start area line (the start box). ON any start or restart the pole sitter will start the race on his/her discretion upon entry of the start box and before leaving the start box area.
 - B. No competitors are permitted to start the race until the pole sitter starts or penalties may be applied.
 - C. An official will wave the green flag when the pole sitter starts the race.
 - D. It is the responsibility of the pole sitter to maintain a consistent pace to the start area and will not be permitted to "brake check" or slow speed as set by the pace truck or about 25 MPH before entering the start box. Failure to comply may result in a penalty to the pole sitter, including losing positions.
 - E. If the pole sitter does not start the race before leaving the start box area all competitors are free to start at will regardless of the pole sitter actions.
 - F. On standing starts, the Official Starter will indicate the start of the race by waving the green flag or by some other means.
 - G. In the event of a caution on a start or restart before a single lap is completed the following will apply:
 - 1. In the event of a full caution before one lap is completed we will have a full restart.
 - 2. If a single vehicle caused the incident alone he/she will be placed at the back of the pack for the restart.
 - 3. The field will be re-gathered based on the starting position from that start attempt. If some vehicles are damaged and will not continue those positions will be vacated and left open in the field. If a full row is vacated the next row may move forward to remove the gap in the field.
 - 4. Only one attempt will be made at a restart. If the restart attempt fails and we have a second caution before that lap is completed, we will go to single file restart at that time.
 - 5. Any vehicle that enters the hot pit area in this process will go to the back of the pack for the restart. If multiple vehicles enter the hot pit or leave the track, they will be lined up at the back of the pack based on the previous start position in that order.
 - H. In the event of a complete restart, all vehicles that took the first green flag will be awarded the appropriate finishing position based on the position in the field. Starting grid position settles any multiple vehicle issues in the same location on the track.
- 6.2. **Blue Flag with Diagonal Yellow Stripe (Passing Flag)** – Race vehicles given this flag must prepare to yield to overtaking traffic.
- 6.3. **Yellow Flag (Caution)** – Race vehicle must immediately slow to 30 miles per hour or other speed indicated by LOMSCL officials. No passing is allowed under a yellow flag. In-car light activation is to be treated the same as seeing the yellow flag displayed. A call on the Raceceiver by the Race Director of Yellow is to be treated the same as seeing the yellow flag displayed.
- A. Stationary yellow flag indicates a full course caution situation. Lap counting will cease during a full course caution. The activation of the in-car yellow caution light will be treated the same as seeing a stationary yellow flag.
 - B. Penalties will be imposed for vehicles not abiding the yellow flag. Violators will be notified by receipt of a black flag at the finish line. Continued participation in the race after the black flag for this offense may result in disqualification of the vehicle. This is not an appealable disqualification.
 - C. Only LOMSCL safety personnel will attend to race vehicles and drivers involved in caution incidents. LOMSCL officials may request assistance from trained crew members as needed, but other than that crew members may not enter the race track to assist their vehicles.
 - D. Vehicles will be placed at the back of the pack when a caution is called and the driver is charged with the caution. Multiple vehicles may be charged with a caution.

- 6.4. **Red Flag (Race Stop)** – Race vehicle must stop in a safe manner immediately, regardless of your scored position on track. In-car light activation is to be treated the same as seeing a red flag displayed.
- A. Failure to obey the red flag will result in disqualification. This is not an appealable disqualification.
 - B. Repairs, refueling, or service of any nature is not allowed during a red flag. If a vehicle is in the hot pits being serviced, all work must stop immediately when the red flag is displayed and nothing can be continued until the flag is withdrawn and the race is restarted.
 - C. Red and yellow flags together designate a complete restart before one lap has been completed. Damaged vehicles may go to the hot pit area for repairs and restart the race in their original position only if they are able to return before the restart of the race. Timing on the restart is at the discretion of LOMSCL officials.
- 6.5. **Black Flag (Penalty)** – Race vehicle must report to penalty area and remain until released by a LOMSCL official. This flag will be displayed at the finish line only.
- A. The black flag may be displayed for rough driving, an unsafe vehicle, failure to acknowledge other flags, failure to adhere to LOMSCL rules or directives, and other offenses at the discretion of LOMSCL officials.
 - B. After a black flag is displayed to the driver for three consecutive laps with no penalty served, scoring of the vehicle will be discontinued for the remainder of the race.
 - C. If a driver receives a black flag during the final two laps and does not serve the penalty, LOMSCL officials may drop the finishing position of the vehicle, deduct championship points, or both.
 - D. Any black flag penalty shall put the offending Drivers' vehicle to the back of the pack. LOMSCL officials will place vehicle back on track after penalty is served.
 - E. Any competitor receiving a 2nd black flag penalty in the same race will not be allowed to continue.
- 6.6. **White Flag (One Lap to Go)** – Display of the white flag at the finish line means the leader has started his/her last lap.
- A. No race vehicle may receive any assistance after the white flag has been shown with the exception of those making regular pit stops.
 - B. In the event a caution is required on the white flag lap the field will be lined up based on the last completed green flag lap and the last lap will be run to complete the race. Any vehicle entering the hot pit will be placed at the back of the pack.
- 6.7. **Checkered Flag (End of Race)** – display of the checkered flag at the finish line means the race is completed. All vehicles must go to the designated finish area and remain there until released by a LOMSCL official.
- A. When the checkered flag is displayed to the leader, the balance of the field receives the checkered flag in the same lap. Finishing position will be awarded according to most laps completed in the allocated amount of time, whether the vehicle is still running or not.
 - B. In the event of a caution on the last lap after the leader and or other competitors have crossed the line and taken the checkered flag any competitors that cross the line will be scored with the appropriate position as crossed before the caution came out. All other competitors that have not crossed the line before the caution comes out will be scored with position from the last completed green flag lap or based on the last restart if the prior lap was not run under green condition.
 - C. In the event of an exact tie at the finish line the tie will be broken by looking back to the driver with the higher position for the previous lap.

SECTION 7 – TIMING AND SCORING

- 7.1. **Official Scoring** – All decisions of the designated LOMSCL official scorer for an event are final unless a recheck has been requested by a driver or a LOMSCL official.
- 7.2. **Scoring Re- Check Procedures** – A participant must submit a request for a scoring re-check in person within twenty minutes after the declaration of finishing positions has been made by LOMSCL officials. Results are not considered official until any requested re-checks have been concluded. Any recheck request must be accompanied by a \$100.00 deposit. If an error is found, the deposit will be refunded. If no error is found, the deposit is forfeited.

SECTION 8 – VIOLATIONS AND DISCIPLINARY ACTIONS

- 8.1. **General Procedure** – If it comes to the attention of LOMSCL officials that a participant has violated a LOMSCL rule or has acted in a manner that is detrimental to off road racing or to LOMSCL, and the act warrants a penalty, the member will be notified by LOMSCL officials of the violation, the circumstances involved, and the penalty imposed.
- 8.2. **Emergency Action** – LOMSCL reserves the right to take temporary emergency action against a participant in the event that he/she acts in a manner that can be considered a threat to the orderly conduct of an event. Such action may include ejection from premises, suspension of license, or any other action designed to remove the threat created. Consumption of alcohol or drugs before or during an event, fighting, inappropriate driving, and failure to obey the black flag or other

directive of a LOMSCL official are examples of conduct that would warrant emergency action.

- 8.3. **Payment of Fines** – Fines shall be paid to LOMSCL headquarters promptly after receipt of penalty notice. Teams with outstanding fines will not be permitted to compete in future events. All unpaid fines can be collected by deduction from winnings. Any fines left unpaid at the end of the season will be grounds for refusal of a LOMSCL license for the next year.
- 8.4. **General Scope of Penalties** – Penalties for violation of LOMSCL rules are determined by the severity of the violations and the effect on fairness of competition, the orderly conduct of the event, and the interests of off-road racing and LOMSCL. Penalties may include, but are not limited to: disqualification, probation, license suspension, fines, or loss of points.
- 8.5. **Unsportsmanlike Conduct** – Any participant found by LOMSCL 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 LOMSCL will receive a penalty. This includes any aggressive action toward a LOMSCL official by participant including arguing, yelling or raising your voice when talking to an official, or touching the official in any physical way. Drivers are solely responsible for the actions of all team members at all times and in the event that a team member shows Unsportsmanlike Conduct, LOMSCL officials may penalize the driver for the actions of the team member in addition to any penalty to the team member for his / her actions.
- 8.6. **Repeat offenses** - Any participant found by LOMSCL officials to be engaged in any repeat offense of any technical violation or any other action that causes the LOMSCL officials to impose any penalty to the driver or team will see the penalty more than double on the second offense for the same action or violation. In the event that any participant is found repeating any offense for a third time the participant may be removed from the event and put on suspension solely at the discretion of the LOMSCL Competition Director.
- 8.7. **Physical Altercations** – Any competitor or team member involved in a personal confrontation where one person touches another with intent of physical harm to the other will be placed on indefinite probation and the League may impose additional disciplinary sanctions given the severity of the offense.
- 8.8. **Vehicular Acts of Aggression** - In the event that LOMSCL officials deem that a Driver committed premeditated intentional acts of aggression with their vehicle toward another driver’s vehicle at any time during the event will be placed on indefinite probation and will receive a disqualification from that event. Any driver that is involved in a subsequent offense of premeditated acts of aggression with their vehicle toward another driver’s vehicle will be subject to review by the executive management of LOMSCL and may carry further extreme penalty which can include suspension and or permanent suspension and expulsion from the League. Any driver using their vehicle and attempting to cause another driver bodily harm or cause substantial equipment damage will be disqualified and removed from the property immediately for the remainder of the event and will be subject to further penalties, fines, and LOMSCL will exercise the right to allow the local authorities deal with the situation within all limits of the law.

SECTION 9 – PRIZE MONEY/ EVENT PAYBACK

- 9.1. **Distribution of Prize Money and/ or Event Payback** - all events shall be contested for a guaranteed finishing position purse as set forth in the payoff schedule.

	PRO 4	PRO 2	PRO Light	PRO Mod	PRO Stock
1st	\$2,415.00	\$2,150.00	\$1,500.00	\$750.00	\$750.00
2nd	\$1,725.00	\$1,350.00	\$700.00	\$400.00	\$400.00
3rd	\$1,265.00	\$840.00	\$450.00	\$300.00	\$300.00
4th		\$610.00	\$375.00	\$225.00	\$225.00
5th		\$490.00	\$315.00	\$150.00	\$150.00
6th				\$150.00	\$150.00
7th					
8th					
9th					
10th					

- A. Prize money shall be distributed by LOMSCL Headquarters.
- B. In the event of a dispute, filed in accordance with section 9 of this rulebook, prize money shall be held until the dispute is decided.

SECTION 10 – POINTS AND POINTS FUND

10.1 Eligibility for Points and Points Fund

- a. A driver cannot receive points for more than one race vehicle in the race.
- b. Points are awarded to the driver who occupies the grid under his/her registered vehicle number. Any driver changes must be reported to LOMSCL to insure proper scoring for the driver. If a different driver races the vehicle, a number change must be made and reported. All points follow the driver.
- c. To be eligible to receive points, the driver and race vehicle must occupy the starting grid.
- d. To participate in year end points fund awards, the driver must compete in 50 % of all event weekends in that season. An event weekend is defined as 2 consecutive rounds of racing held at the same facility. The driver will receive credit for participation if his/her vehicle is damaged in the first round of the weekend and is unable to compete in the second event of the weekend.
- e. In the event that a driver is unable to compete due to an injury or other special circumstance, another LOMSCL licensed driver may act as a substitute driver. This driver substitution can only be done with prior approval from LOMSCL Competition Director for two race weekends in a season and must be approved by the LOMSCL competition director in advance of the event.
- f. In the event of an extreme hardship (death of an immediate family member or equivalent) that a driver is unable to compete, another LOMSCL licensed driver may act as a substitute driver. This driver substitution can only be done with prior approval from LOMSCL competition director. LOMSCL competition director will have sole discretion to approve such an extreme hardship. The approval or disapproval shall be at the sole discretion of the LOMSCL competition director and is non-appealable.
- g. In the case of a tie for any position in year end points, the tie will be broken by using the greatest number of first place finishes. If a tie still exists, seconds, thirds, etc. will be considered until the tie is broken. If a tie still exists, the driver establishing the first victory of the season will prevail.
- h. Point fund money will be awarded at the annual LOMSCL Awards Banquet with the date and location to be announced.
- i. Eligibility to participate in the points fund may be forfeited by any member violating LOMSCL rules or regulations prior to the presentation of the awards.
- j. The points championship is not official until after the last race.

2. **Driver Points** – Points will be awarded according to the following point scale:

Position	Points	Position	Points
1	50	14	24
2	48	15	22
3	46	16	20
4	44	17	18
5	42	18	16
6	40	19	14
7	38	20	12
8	36	21	10
9	34	22	8
10	32	23	6
11	30	24	4
12	28	25	2
13	26	26	1

- 3. **Driver Bonus Points** – Bonus points will be issued as follows:
 - a. **One bonus point for the driver who is leading any race at the halfway point, unless the race is halted prior to reaching the halfway point.**
 - b. **One bonus point for the top qualifier.**
- 4. **Manufacturer Points Championship** –Manufacturer’s championship points will be awarded to the top finishing vehicle of each manufacturer in the Pro Truck classes based on its final official finishing position in each race. Tire manufacturers will also be calculated. These points will be according to driver point schedule including any deductions or additions incurred during the race season.

LUCAS OIL MIDWEST SHORT COURSE LEAGUE SAFETY RULES

The aforementioned safety rules will apply to all registered classes:

SR- 1 Equipment

- A. No passenger is allowed on the race vehicle any time the vehicle is in motion.
- B. Race vehicles will not be allowed on the race track without safety and emergency equipment on the premises.
- C. No race vehicle is permitted on the track without approval from a LOMSCL official.
- D. No driver will compete in any event with his/her head or arm extended outside of the vehicle.
- E. 1 UTV and 1 pit bike will be allowed per entry. These pit vehicles must be registered with LOMSCL headquarters, must be driven in a safe manner, and may not be driven by anyone under 16 at any time other than a driver registered and banded in a pro class

SR- 2 Driver's Wear

- A. One-piece driver suits are required. The suits must cover from the neck to the ankles and to the wrists. All suits must have the SFI label attached and meet SFI Spec 3-2A/5 or higher.
- B. Drivers must wear gloves and driving shoes that meet SFI Spec 3.3/5 or higher and have the SFI label attached. Gloves may not be modified or have any holes in them. If at any time any LOMSCL official notices a driver missing a glove or having a glove with holes or fingers cut out the driver will be black flagged from the track immediately and it will be the sole discretion of the competition director if the driver will be allowed to re-join the race or if they will be parked for the duration.
- C. Drivers must wear full length socks of fire retardant material at all times.
- D. Drivers must use a full helmet skirt made of fire retardant material or approved fire-retardant head sock at all times.
- E. All driver apparel must be clean, in good condition, and free from rips or worn areas.
- F. The designated LOMSCL patch will be attached to the suit on the upper front right breast area, no more than six inches from the top of driver's shoulder. No other racing sanctioning body patches or decals are to be worn on the suit. LOMSCL patch must be sewn onto suit with thread.

SR- 3 Helmets

- A. Full face helmets with a Lexan shield are required.
- B. Helmets must be certified to a minimum one or more of the following standards:
 - 1. Snell Memorial Foundation guidelines and have a minimum requirement of the current rating or one prior rating only. Certification information may be found at the following web site <http://www.smf.org/stds>
 - 2. SFI Spec 31.1/2010 with a legible SFI sticker attached.
 - 3. FIA 8868 with a legible FIA sticker attached.

SR- 4 Eye Protection

- A. It is required that drivers wear eye protection in the form of Lexan shields.

SR- 5 Seats

- A. Only manufactured race seats are permitted. Custom manufactured seats must be approved by LOMSCL.
- B. All seats, rib protectors, leg extensions, and head rests must be padded. Headrest padding must be certified to SFI Spec 45.2.
- C. Seat must be located within roll cage structure.

SR- 6 Seat Belts and Shoulder Harnesses

- A. A quick release lap belt not less than three inches wide is required. A 2-inch belt may be used provided it is certified to SFI spec 16.5. Both ends of the lap belt must be fastened to the roll cage. Bolt in style belts must be fastened with high quality graded bolts, not less than $\frac{3}{8}$ ". Clip in style belts must be cotter pinned or safety wired. Cam Lock type belts are not allowed.
- B. Shoulder harnesses are mandatory. Harnesses must be no less than three inches wide and must come from behind driver's seat. 2 inch harnesses may be used provided they are certified to SFI spec 16.5. When crossing the roll cage the harness must pass through a steel guide welded to the cage that will prevent the harness from sliding from side to side.
- C. A crotch belt is mandatory and must be securely mounted to the lower seat frame or roll cage at the bottom, and to the lap seat belt on the top.
- D. Sternum straps are not allowed.
- E. At any place the lap belt, harness, or crotch belt passes over any substance that could cause cutting of the belt, the belt must be rolled, padded, or have a grommet installed.

- F. All seat belts and shoulder harnesses must connect at the lap belt with a quick release buckle.
- G. Seat belts must be certified to SFI specs 16.1 or 16.5 and dated by the manufacturer. Belts must not be used beyond two years after stated date.
- H. Seat belts may be rejected by LOMSCL officials if dirty, frayed, oily, greasy, or otherwise considered unsafe by officials.
- I. Shoulder harness should be mounted behind the driver. The mounting point is approximately 4" below top of shoulder. Lap belts should be kept at a minimum at least 2.5" forward of seat and backrest intersection. All belts must be mounted directly to a main structure member of the same size specification as the roll cage and with gussets. All adjustment buckles should be kept at a minimum distance of 1.5" from the seat to prevent accidental loosening or chafing.

SR- 7 Head and Neck Restraints

- A. Head and neck restraints are mandatory in all classes any time the vehicle is on the track.
 - 1. D-Cell, R3, Hans, Hybrid or other restraint certified to SFI spec 38.1 with a legible sticker attached are allowed.
 - 2. The head and neck restraint, when connected, must be mounted, configured, maintained and used in accordance with the manufacturer's instructions.
 - 3. It is the responsibility of the driver to ensure that his/her restraint is correctly installed, maintained, and properly used.

SR- 8 Gas Pedals

- A. All vehicles must have a gas pedal with a tow hook.
- B. Toe hook must enable the driver to pull back on the pedal with foot in the event of a stuck throttle. See diagram on FIG 10.
- C. Each vehicle must have a foot throttle incorporating two (2) positive action return springs attached directly to the carburetor/throttle body arm and must register a minimum pull of two (2) pounds each. A positive stop or override prevention system must be used to keep linkage from passing over center and sticking in an open position.

SR- 9 Roll Bars

- A. Material for roll cage construction must be 4130 chromoly tubing or ASTM 1018/1026 CDS/DOM. All welding must be of the highest quality with full penetration and no undercutting of the parent metal. All welds shall conform to the American Welding Society D1.1, Structural Welding Code, Chapter 10, Tubular Structures and Standards for the material used (see AWS. Org). It is strongly recommended that the welder inspect all welds using Magnaflux™, die-penetrant, or other effective methods. All tubes must be welded 360-degrees around the circumference of the tube. No oxy-acetylene brazing or welding allowed. Good external appearance of a weld does not necessarily guarantee its quality, poor looking welds are never a sign of good workmanship. None of the tubing may show any signs of crimping or wall failure. All bends must be mandrel type. The center radius of the bends may not be less than three (3) times the outside diameter of the roll cage tubing.
- B. Specific size and wall thickness of roll bars is addressed in race division rules and outlined in included diagrams.
- C. High density flame proof roll bar padding with an SFI rating of 45.1 is required on all bars that may come in contact with driver. Padding must be firmly attached so it cannot rotate or move.

SR- 10 Windshield Area

- A. Trucks must have complete left half of windshield opening covered with a LOMSCL approved rock guard. Open Wheel vehicles must have complete windshield opening covered with a LOMSCL approved rock guard. Rock guard must have a minimum 1/8-inch rod and a maximum 1.5-inch square opening welded at each intersection.
- B. A 7 inch by 10-inch section may have vertical bars only. See diagram on FIG 9

SR- 11 Side Window Nets

- A. Window nets must be certified to SFI spec 27.1 and have the manufacturer's SFI label attached. Ribbon style window nets only. The ribbon type should be made from exactly 1-inch nylon material with a maximum 1 3/4 inch square opening between the ribbons.
- B. The window net must fill the entire window opening of the race vehicle to allow no more than 3 inches access to the drivers.
- C. Rod must be made from a minimum of 1/2-inch solid steel and go 1 inch through upper rear mounting tab. 1/2- inch rod top and bottom. Existing .5" x .083" tube will be allowed for 2018.
- D. All window net mounts must be welded to the roll cage. The window net, when in closed position must fit tight and be secured with a safety belt type of latch. Push button latches are not allowed.
- E. Window net latch must also utilize a secondary Velcro strap. Strap must be red and measure a minimum of 3

inches x 1 inch. Velcro strap must be sewn to net or bolted/riveted to cage and bolted to latch handle. See diagram on FIG 4

- F. The window net latch must be located at the front top of the window opening.
- G. No brackets protruding towards the driver.
- H. Spring type mounting of nets on the top or bottom is not permitted.

SR- 12 Helmet Nets - Recommended for 2018 .

- A. For seats NOT considered a full containment seat (seats that do not have adequate head containment on both sides of the seat):
 1. Pro 4, Pro 2 and Pro Lite vehicles must use a center and door side driver net. Only SFI 37.1 Polyester or Kevlar approved nets are allowed.
 2. Nets must have an approved quick release mechanism accessible to the driver.
 3. The nets should be as close to the helmet as possible, with as minimal angular divergence as possible.
 4. For seats with lateral head supports, nets must be in contact with the head supports and attached slightly inboard at the rear, so as to partially wrap around the support.
 5. The nets should be installed with some tension.
 6. The upper strap of the net must be at or above the center of gravity of the helmet for all drivers.
- B. For full containment seat (Seats that have adequate head containment sides built into the seat structure):
 1. Pro 4, Pro 2 and Pro Lite vehicles may not be required to use center or door side helmet nets if using a full containment seat system that provides the same or better protection to the drivers head movement as helmet nets would provide. Must be approved by the Tech Director

SR- 13 Headlights and Parking Lights – Grill Assembly

- A. Headlight and parking light openings must be covered. Decals will be permitted.
- B. Single section grill pieces, which have been approved by the LOMSCL Technical Director, may be used in place of factory production grills provided it fits the required template and maintains stock appearance of vehicle represented.

SR- 14 Rear View Mirror

- A. Rear view mirrors will be permitted.

SR- 15 Firewall

- A. Firewalls must be metal (aluminum- .040 inch minimum or steel-20 gauge minimum) and separate the engine and fuel source, fuel fill, fuel lines, fuel pumps, and fuel vents from the driver's compartment.
- B. Complete front and rear firewalls are required. Firewalls must extend to mid-rail bar.
- C. Engine and air cleaner must be completely covered with a metal cover. Cover must be a minimum thickness of .040 inches or use a LOMSCL approved fire-resistant air cleaner side vent containment system to trap any fluid and route it out the side of the vehicle. Any competitor may consult with the LOMSCL Technical Director for the approved systems.
- D. The air cleaner opening must face away from driver.
- E. All race vehicles that have an enclosed engine and/or transmission compartment must have all breathers and vents routed out the rear of the vehicle behind the rear axle.

SR- 16 Fire Protection

- A. It is mandatory that all teams have 2 fully charged 10-pound dry chemical ABC fire extinguishers per entry in their pit area at all times.
- B. Bulk fuel storage is prohibited in pits.
- C. Metal drums, electric fuel pumps, and metal hand pumps are not allowed.
- D. Fuel jugs must be plastic and DOT approved.
- E. Plastic fuel pumps are the only fuel pumps allowed in the pits.
- F. Every pit must have "no smoking" signs posted every 30 feet at the front of the pit closest to the public walkways.
- G. Any awning over 100 square feet must have a valid flame certificate.
- H. All race vehicles are required to have a remote, on board, 5-pound minimum fire suppression system.
- I. All trucks with automatic transmissions must have the fire suppression system piped to the engine and transmission compartments.
- J. All race trucks must have an access door on the right side of the driver's compartment. The door must be a minimum of 8 inches by 8 inches, painted red, labeled with minimum 1.0 inch white letters FIRE DOOR and fold down toward the rear or the outside of the truck and allow unobstructed access to the engine and transmission. The fire door opening

mechanism must only be a 2 inch by 2-inch butterfly wing quarter turn Dzus button, and must be no more than 18 inches from outside of vehicle. No push button or other styles are allowed.

- K. All gas caps must be tethered to vehicle with a cable.

SR- 17 Batteries

- A. No liquid lead acid batteries will be permitted.
- B. Positive post must be covered with insulated material.

SR- 18 Driver Medical Attention

- A. If a competitor requires medical attention, by track or other medical teams, the medical technician must release competitor before he/she may return to competition. Failure to comply with advice of the medical technician will result in disqualification from competition for the remainder of the event.
- B. If a driver loses consciousness at any time during an event, the driver cannot compete for at least 7 days or must be cleared by doctor before returning to competition.

SR- 19 Quality of Workmanship

- A. Race vehicle workmanship must meet with LOMSCL officials' approval.

SR- 20 Fueling of Race Vehicle

- A. No fuel will be added to race vehicles in staging or on the starting line prior to a race or practice.

SR- 21 In Vehicle Caution / Red Light System -- Will not use in 2018.

- A. Each vehicle must have installed a mandatory LOMSCL issued in car caution light system. These systems must be obtained from LOMSCL. Installation instructions will be provided by LOMSCL.
- B. The light must be mounted in the driver's side front windshield area so that it is readily and easily visible to the driver at all times. The light placement must be approved by LOMSCL officials. The light mount must be affixed in a way that it will not come loose or fall out during competition at any time. Solid mounting is required by screws, bolts, or hose clamps so that the light unit will not come loose in the event of contact from debris or in the event of an accident.
- C. The system must be installed so that it draws from the 12 Volt power system in the vehicle and wired so that the system has no switch or interrupt in the power supply other than the direct battery cut off switch.
- D. The receiving unit should be mounted on the driver's side of the vehicle in the door area where one may place a radio receiver. The unit should be mounted in a bag or carrier so that the team can easily change the unit in the event of any electrical or mechanical issue with the system.

SR- 22 Vehicle External Lighting and Display Accessories

- A. Vehicles may have up to 4 small lights per vehicle is authorized for use during a LOMSCL event. Up to four small under chassis lights, but only if it is NOT a color that may look like fire, such as red, yellow or orange, and may have one above chassis light, such as a lighted whip, not to exceed 12" in length.
- B. Vehicles may also have one single display accessories such as a flag pole or lighted pole but can not be more than 12 inches in length, must be flexible, and must have a blunted end, such as a ball securely attached to the end. Said pole must not extend above the roof line of the vehicle. All lights and or flag poles and mounts must be approved by LOMSCL Tech Officials before entering the track.
- A. Any lights that may interfere with another driver's visibility, or that are not approved by LOMSCL Tech Officials, must be removed from the race vehicle before passing through tech or entering onto the race track

DIAGRAMS

CORNER GUSSETS

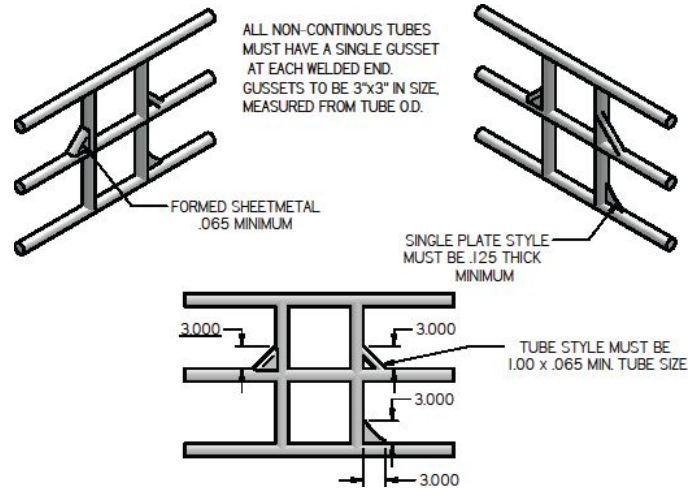


FIG 2

WINDOW NET

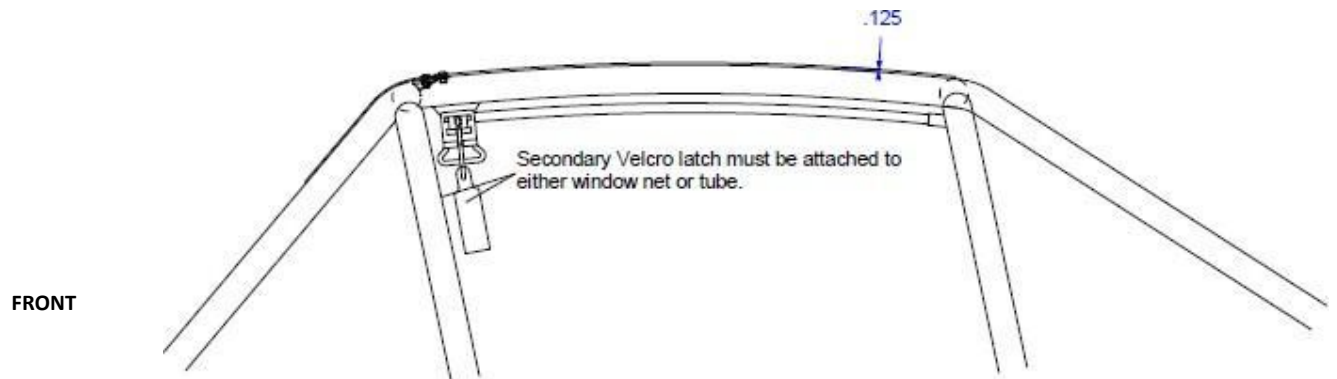
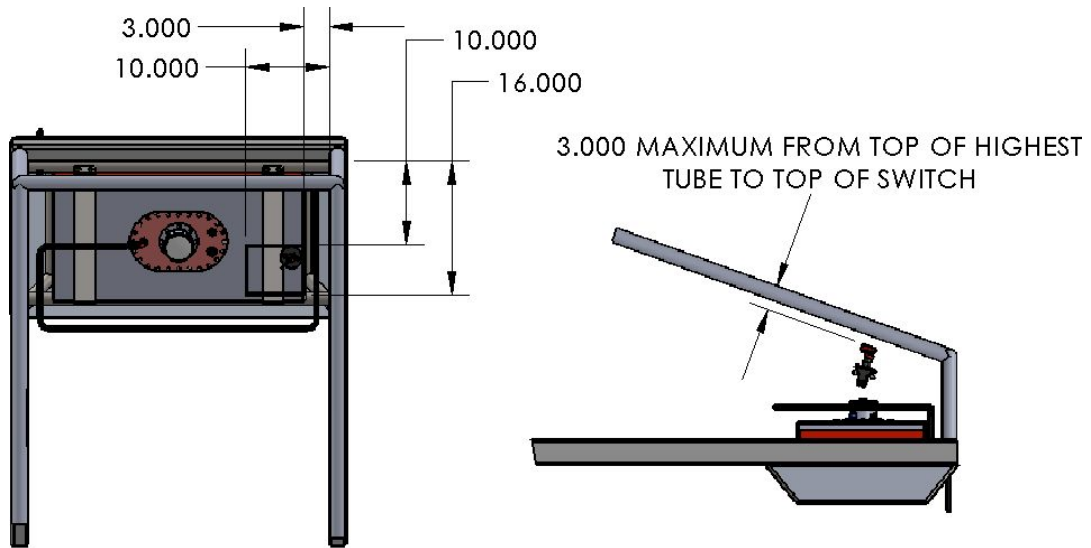


FIG 4



EMERGENCY SHUT OFF SWITCH MUST BE LOCATED AT REAR OF VEHICLE. CENTERLINE OF SWITCH MUST BE WITHIN 3.0-10.0 INCHES IN SIDE OF FRAME LOCATED ON DRIVERS SIDE. SWITCH MUST BE LOCATED WITHIN 10.0-16.0 INCHES OF REAR OF FRAME.

FIG 5

Emergency shut off switch, recommended for 2018

FUEL CELL DIAGRAM

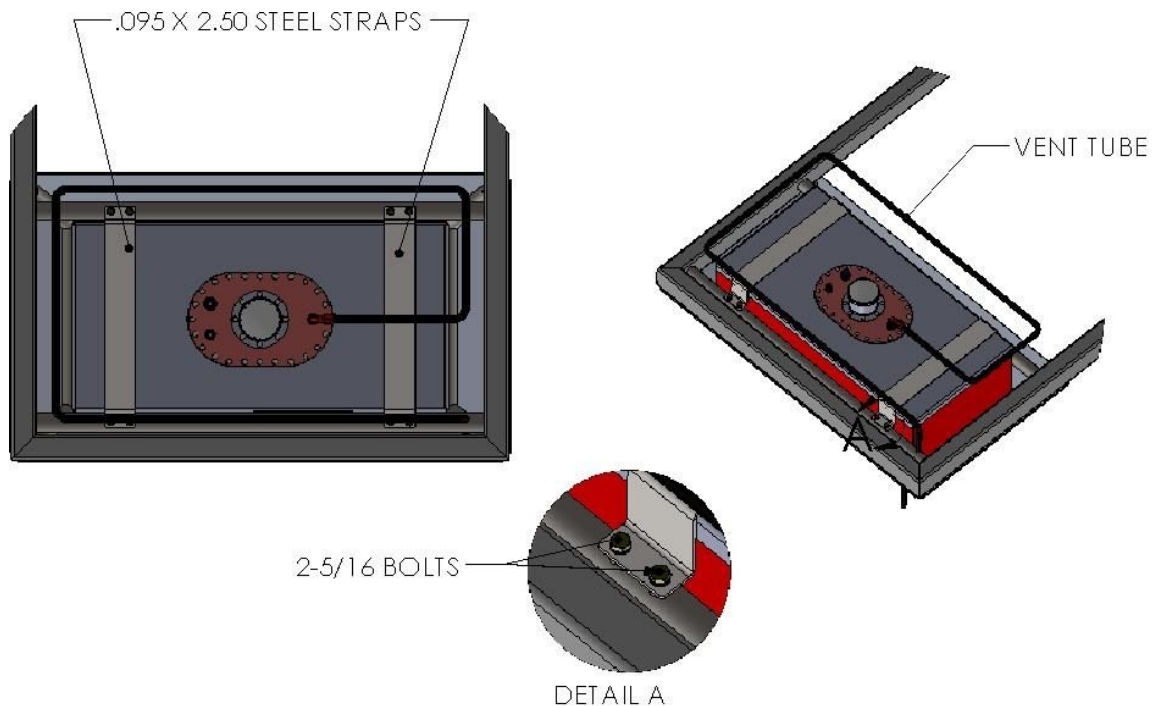


FIG 6

Fuel cell shield of .125" thickness is recommended for 2018.

TRUCK & BUGGY SCREENS

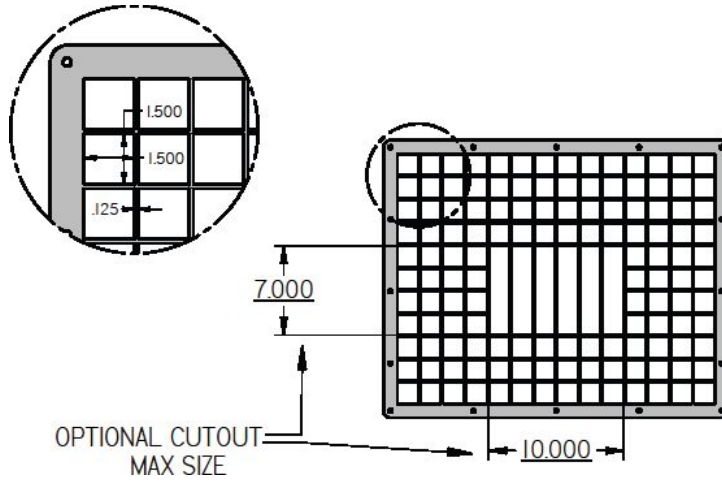


FIG 7

GAS PEDAL

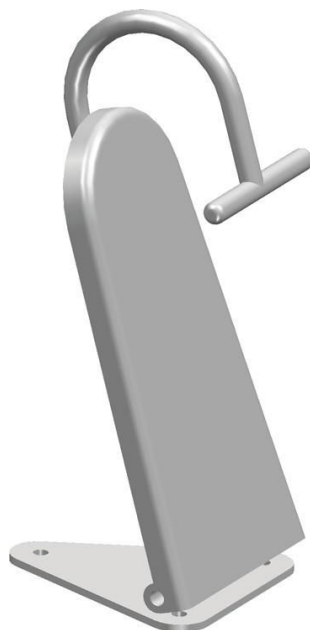


FIG 8