



## **2025 LUCAS OIL SPEEDWAY UTV SxS SHORT COURSE RACING RULES AND REGULATIONS**

**ALL PARTICIPANTS REGARDLESS OF AGE  
(MINORS MUST HAVE PARENTS FILL OUT) MUST  
SIGN THE RACING WAIVER, ACKNOWLEDGEMENT  
OF RULES AND COMPLETE A SIGNED W9 AND  
REGISTRATION PRIOR TO ANY EVENT**

# LUCAS OIL SPEEDWAY UTV SHORT COURSE RACING - GENERAL REGULATIONS

## SECTION 1 - PREFACE

- **Effective Date:** The Lucas Oil Speedway UTV Short Course rules are effective upon the date of publication regardless of when a competitor receives actual notice.
- **Amendment:** Lucas Oil Speedway UTV Short Course rules may be amended or changed by written notice from Lucas Oil Speedway UTV Short Course at any time. The amendment/change is also effective upon the date of publication.
- **Interpretation and Application:** If there is a disagreement regarding the meaning or application of the Lucas Oil Speedway UTV Short Course rules, the interpretation and application by the Lucas Oil Speedway UTV Short Course officials at the event shall prevail. This decision is final and non-appealable.
- **Finality of Interpretation and Application:** All participants, including but not necessarily limited to competitors, team owners, sponsors and officials, expressly agree that determinations by Lucas Oil Speedway UTV Short Course 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 Lucas Oil Speedway UTV Short Course or anyone acting on its behalf with respect to such determinations, unless it is determined that the Lucas Oil Speedway UTV Short Course 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 Lucas Oil Speedway UTV Short Course for all litigation costs and that the right to a trial by jury will be waived. Lucas Oil Speedway UTV Short Course 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 - GENERAL RULES

- **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, Lucas Oil Speedway UTV Short Course cannot be held responsible for the safety of participants.
  - Lucas Oil Speedway UTV Short Course 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. Lucas Oil Speedway UTV Short Course is not and does not claim to be an expert in safety standards, designs, practices, or procedures, nor is Lucas Oil Speedway UTV Short Course a standards organization or a designer, manufacturer, or seller of safety-related products, facility, or vehicle designs.
  - 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 Lucas Oil Speedway UTV Short Course officials immediately.
  - 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.

- Neither Lucas Oil Speedway UTV Short Course nor the track owner will be responsible for the adequacy of a participant's race vehicle, equipment, or racing activity.
- **Injury Reports:** Any participant involved in an accident while on the racing premises must report to an Lucas Oil Speedway UTV Short Course official before leaving the premises if able to do so, or as soon as the participant is physically able.
- **Testing in unauthorized areas:** No race vehicles are permitted to test or drive at high speed any time on any event grounds/facility when not on the racetrack in a controlled environment.
- **Track Walk:** Any authorized track walks must be done slowly with small vehicles (pit bike, SXS, golf cart) and no official race vehicles. No team member or driver is permitted to go onto the racetrack at any time other than authorized track walk times or with explicit permission from the Competition Director.
- **Substance Abuse:** No Lucas Oil Speedway UTV Short Course participant (Driver or crew member) may use or be under the influence of alcohol, drugs or any other controlled substance while competing. The Association reserves the right to require drug testing in order to assist its enforcement of the 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, suspension, and/or a denial of further entry to any Lucas Oil Speedway UTV Short Course events) is at the sole discretion of the Association.

### **SECTION 3 - VEHICLE ELIGIBILITY**

- **Vehicle Eligibility:** Only vehicles, parts, components, and equipment determined by Lucas Oil Speedway UTV Short Course officials to meet the specifications set forth in the stated rules are eligible to compete in an Lucas Oil Speedway UTV Short Course event. Determinations can be made at any time before, during, or after an event.
- **Engine, Transmissions, and Differentials:** Must be made by the same manufacturer of the machine. Example - New model XP1k engine in old model XP1k, RS1 Diff swap, etc. are allowed.
- **Mirrors:** No side or rear view mirrors allowed.
- **Chase Lights:** Chase lights recommended. If using a chase light, it must be a solid color. Red, Blue, Amber, etc. No strobe allowed.

### **SECTION 4 - INSPECTIONS**

- **Time/Manner:** All vehicles, parts, components, and equipment are subject to inspection by Lucas Oil Speedway UTV Short Course 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.
- **Inspection Area:** Only those persons permitted by Lucas Oil Speedway UTV Short Course officials are allowed in the inspection area.
  - Technical Inspection area will be restricted to a maximum of 2 crew members in the Technical Inspection area at all times. The Tech Director may allow additional team members to assist for advanced tear down in special circumstances.

- 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.
- **Competitor Obligations:** A participant must take whatever steps requested by Lucas Oil Speedway UTV Short Course 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. Lucas Oil Speedway UTV Short Course 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, Lucas Oil Speedway UTV Short Course does not warrant that vehicle's adherence to all rules. The participant is responsible for ensuring his/her vehicle is in compliance with all Lucas Oil Speedway UTV Short Course rules at every event.
- **Pre-Qualifying/Race Inspection:** All vehicles must pass a technical inspection before entering the race track.
  - If a vehicle does not pass this inspection it will not be allowed to compete unless, in the opinion of the Lucas Oil Speedway UTV Short Course 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.
  - If a 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.
  - All helmets and driver gear to be used during the weekend must be presented for pre-race inspection with the vehicle. All gear must be clean.
- **Post-Qualifying/Race Inspection:** All vehicles must either be inspected or released from inspection by a Lucas Oil Speedway UTV Short Course official at the conclusion of each race/qualifying session. If a vehicle leaves the inspection area without being cleared by a Lucas Oil Speedway UTV Short Course 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 post technical inspection.
- **Technical Penalties:** Penalties imposed for technical infractions are final, non-appealable, and non-reviewable. Penalties may include position change and/or disqualification from one/multiple events.
- **Engine Replacement:** Engines may be replaced during an Lucas Oil Speedway UTV Short Course event only after the Lucas Oil Speedway UTV Short Course technical director has been notified.

## **SECTION 5 - RACING PROCEDURES**

- **Finality:** All decisions made by Lucas Oil Speedway UTV Short Course officials involving race procedures are final and may not be appealed. If a review determines that action is required, officials reserve the right to revise race results, impose penalties, and/or award or subtract points.
- **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.

- Drivers must check in on time and attend all driver meetings.
- 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.
- 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 Lucas Oil Speedway UTV Short Course officials.
- **Starting Positions:** Starting grid position will be established by Lucas Oil Speedway UTV Short Course by using a random draw two heat format.
  - Heat #1 starting positions will be determined by the random draw conducted by Lucas Oil Speedway UTV Short Course.
  - Heat #2 starting positions will be a FULL FIELD INVERT from how Heat #1 started. If you start 1st in Heat #1, you will start at the back for Heat #2.
  - Heat #1 and Heat #2 finishes will be added together to determine overall finish for the day.
  - In the event of a tie, Heat #2 will take priority.
- **Race Start**
  - Race vehicles must be in the staging area thirty minutes prior to the beginning of the race.
  - All vehicles must be ready to race when entering the starting grid.
  - Late vehicles will not start after the green flag has dropped.
  - Making contact with the official pace truck may result in disqualification. This is not appealable. Passing the pace truck without permission may also result in a penalty.
  - 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 Lucas Oil Speedway UTV Short Course officials at their discretion.
- **Race Halt:** Lucas Oil Speedway UTV Short Course 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, at the race director's discretion.
  - When a race is halted prior to the completion of one lap, there may be a complete restart in the original starting position.
  - 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 on the positions they would have held in a restart.
  - When an event is halted due to rain or adverse circumstances prize money shall only be paid for the races completed. Lucas Oil Speedway UTV Short Course 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.
- **Racecourse Procedure**
  - A vehicle may be pulled from competition at any time if an Lucas Oil Speedway UTV Short Course official feels it is a hazard to others.

- If a vehicle gets off the designated racetrack, speed must be reduced significantly, and the vehicle must merge back into the line safely without gaining time or position.
- Yellow Flag - Caution Procedures
  - In a caution where no penalty is imposed any vehicles charged with the caution may be put to the back of the pack.
- 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.
- Competition Rules Definitions:
  - **Heavy contact:** when one race vehicle contacts another race vehicle with enough momentum and or force, that the other race vehicle is significantly displaced.
  - **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.
  - **Defensive move:** a race vehicle intentionally moving left or right in order to block or reduce the momentum of another race vehicle.
  - **Incidental contact:** contact that is believed to be unplanned or unintended, sometimes in conjunction with something else.
  - **Holding your line:** a race vehicle maintaining its course, path or trajectory. (Following the arc or radius of a turn within the track limits).
  - **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.
- **Competition Rules:** A competitor may receive a penalty for any of the following listed below.
  - Intentional contact on the approach to a jump that results in a race vehicle leaving the jump in an unsafe manner.
  - Heavy contact.
  - Light contact that is maintained: both parties must try to detach or break contact immediately.
  - When one race vehicle forces another race vehicle outside of, or off the competitive racing surface.
  - If a race vehicle makes more than one consecutive defensive move.
  - Driving through another race vehicle.
  - Not reducing speed when a spin, crash or other incident is happening in front of your race vehicle.
  - Not reducing speed when not on the racing surface.
  - If there is intentional contact made at any time other than under green flag (racing) conditions.
  - If more than one warning for the same offense is given during the same race to the same race vehicle.
  - Cutting the course.
  - Not holding your line.
  - Aggressive Driving.

- **Team Spotters:** All teams in all divisions are required to have **one spotter per race vehicle**. Drivers may be penalized for inappropriate spotter behavior.

## **SECTION 6 - FLAGGING PROCEDURES**

- **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.
  - No competitors are permitted to start the race until the green flag is waived or penalties may be applied.
  - 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 15 MPH. Failure to comply may result in a penalty to the pole sitter, including losing positions.
  - The Official Starter will indicate the start of the race by waving the green flag.
  - In the event of a caution on a start or restart before a single lap is completed the following will apply:
    - In the event of a full caution before one lap is completed we may have a full restart.
    - If a single vehicle caused the incident alone he/she may be placed at the back of the pack for the restart.
    - 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.
    - 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.
- **Yellow Flag (Local Caution):** Race vehicles must immediately slow to 30 miles per hour or other speed indicated by Lucas Oil Speedway UTV Short Course officials. No passing or Gaining distance allowed under a yellow flag.
  - Stationary yellow flag indicates a full course caution situation.
  - A waving yellow flag indicates caution only in the area where the flag is being displayed. Vehicles must immediately slow until safely past the incident.
  - Penalties may be imposed for vehicles not abiding by the yellow flag.
  - Only Lucas Oil Speedway UTV Short Course safety personnel will attend to race vehicles and drivers involved in caution incidents. Lucas Oil Speedway UTV Short Course officials may request assistance from trained crew members as needed, but other than that crew members may not enter the racetrack to assist their vehicles.
  - Vehicles may 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.
- **Red and Yellow Flag (Mandatory Caution)** Race vehicles must slow down and get behind pace car
- **Red Flag (Race Stop):** Race vehicle must stop in a safe manner immediately, regardless of your scored position on track
  - Failure to obey the red flag will result in disqualification. This is not an appealable disqualification.

- Repairs 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. Work may resume when the red flag has been lifted.
- 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 may restart the race in their original position or will be put at the back of the field at the race director's discretion. Timing on the restart is at the discretion of Lucas Oil Speedway UTV Short Course officials.
- **Black Flag (Penalty):** Race vehicles must report to the penalty area and remain until released by a Lucas Oil Speedway UTV Short Course official. This flag will be displayed at the finish line only.
  - The black flag may be displayed for rough driving, an unsafe vehicle, failure to acknowledge other flags, failure to adhere to Lucas Oil Speedway UTV Short Course rules or directives, and other offenses at the discretion of Lucas Oil Speedway UTV Short Course officials.
  - 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.
  - If a driver receives a black flag during the final two laps and does not serve the penalty, Lucas Oil Speedway UTV Short Course officials may drop the finishing position of the vehicle, deduct championship points, or both.
  - Any black flag penalty may be a stop and go penalty or shall put the offending drivers' vehicle to the back of the pack. Lucas Oil Speedway UTV Short Course officials will place the vehicle back on track after a penalty is served.
  - Any competitor receiving a 2<sup>nd</sup> black flag penalty in the same race will not be allowed to continue.
  - All black flag penalties must be served only under green flag conditions.
- **White Flag (One Lap to Go):** Display of the white flag at the finish line means the leader has started his/her last lap.
  - In the event a full course caution is required on the white flag lap the field will be lined up based on the last completed green flag lap.
- **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 Lucas Oil Speedway UTV Short Course official.
  - 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.

## **SECTION 7 - TIMING AND SCORING**

- **Official Scoring:** All decisions of the designated Lucas Oil Speedway UTV Short Course official scorer for an event are final unless a recheck has been requested by a driver or an Lucas Oil Speedway UTV Short Course official.
- Remote score timing devices will not be permitted by teams, owners, or anyone associated with an entry, unless approved by Lucas Oil Speedway UTV Short Course.
- All teams are required to have remote timing transponders. Transponders must be Lucas Oil Speedway UTV Short Course spec. Transponder and numbers must



be recorded with Lucas Oil Speedway UTV Short Course officials.

- Drivers are responsible for the charging and installation of all transponders. Any entry without a properly charged, properly installed, functioning transponder may not be scored and may be subject to further penalty.
- All teams are required to have remote timing transponders. Transponders will be issued by Lucas Oil Speedway.
- All teams are required to have a remote LITEceiver. LITEceiver can be rented or purchased from Lucas Oil Speedway if a competitor does not have one. Drivers are responsible for the charging and installation of the LITEceiver. Any entry without a properly charged, properly installed, functioning LITEceiver may not be scored and may be subject to further penalty.
- All teams are required to have a RaceCeiver. RaceCeiver can be purchased or rented from Lucas Oil Speedway if the competitor does not own one. Lucas Oil Speedway Officials will use default channel 454.000. Only the Race Director will have communication with the driver on the RaceCeiver.

## **SECTION 8 - VIOLATIONS AND DISCIPLINARY ACTIONS**

- **General Procedure:** If it comes to the attention of Lucas Oil Speedway UTV Short Course officials that a participant has violated an Lucas Oil Speedway UTV Short Course rule or has acted in a manner that is detrimental to off road racing or to Lucas Oil Speedway UTV Short Course, and the act warrants a penalty, the member will be notified by Lucas Oil Speedway UTV Short Course officials of the violation, the circumstances involved, and the penalty imposed.
- **Emergency Action:** Lucas Oil Speedway UTV Short Course 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 any flag or other directive of an Lucas Oil Speedway UTV Short Course official are examples of conduct that would warrant emergency action.
- **Payment of Fines:** Fines shall be paid to Lucas Oil Speedway UTV Short Course 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.
- **General Scope of Penalties:** Penalties for violation of Lucas Oil Speedway UTV Short Course 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 Lucas Oil Speedway UTV Short Course. Penalties may include, but are not limited to: disqualification, probation, license suspension, fines, or loss of points.
- **Unsportsmanlike Conduct:** Any participant found by Lucas Oil Speedway UTV Short Course 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 UTV Short Course will receive a penalty. Drivers are solely responsible for the actions of all team members at all times. In the event that a team member shows unsportsmanlike conduct, Lucas Oil Speedway UTV Short Course officials may penalize the driver for the actions of the team member in addition to any

penalty imposed on the team member for his/her actions.

- **Severe Penalties:** Any participant found by Lucas Oil Speedway UTV Short Course officials to be engaged in any repeat offense of a violation, physical altercation or a vehicular act of aggression may be disqualified. At the discretion of a Lucas Oil Speedway UTV Short Course Official, participants may be placed on a suspension or probation period.
- **Tech Protest**
  - The Lucas Oil Speedway UTV Short Course Race Director, with or without protest, has the right to penalize, fine, disqualify, and/or suspend any vehicle or entrant for violation of any rules or regulations.
  - The right to protest shall rest only with any competitor taking part in the competition in question. This competitor may protest anything which is considered a violation of the rules.
  - If a competitor believes that another competitor has or will obtain a significant unfair competitive advantage due to modifications to the race vehicle, he/she can file a protest. The protest must be made in writing and presented within 30 minutes after the end of the race accompanied by cash of at least \$500 or more depending on what is needed to test said alleged infraction.
  - A competitor is only allowed to protest one (1) competitor that finished one (1) position ahead of them. Example, 7th place cannot protest 1st place.
  - The race official shall determine whether the matter is a viable protest, and if so, shall decide the protest as promptly as possible and shall inform the parties to the protest of the decision. In deciding the protest, the Race Director may take whatever action deemed appropriate to further the interest of fairness. Such action includes, but is not limited to, revising official race results, imposing penalties, adjusting points, or taking no action.
  - Any entrant who has an official protest against his/her race vehicle must submit to an inspection of the protested items. Failure to submit to inspection will result in automatic disqualification and/or suspension. Those attending the inspection(s) will be as follows: protester or their designated representative, the protested competitor or their designated representative, Lucas Oil Speedway UTV Short Course Race Officials. No other person is allowed.
  - If the result is that the accused is in violation of the rules, the protest fee will be returned to the protester. If the protest is not sustained, the protest fee will be forfeited to Lucas Oil Speedway UTV Short Course and the competitor may/may not be compensated for cost incurred in connection with the protest by Lucas Oil Speedway UTV Short Course out of the protest fee. Any additional fees left will be incurred by Lucas Oil Speedway UTV Short Course.

## **SECTION 9 - POINTS**

- **Eligibility for Points**
  - A driver cannot receive points for more than one race vehicle in the race.
  - Points are awarded to the driver who occupies the grid under his/her registered vehicle number. Any driver changes must be reported to Lucas Oil Speedway UTV Short Course to ensure 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.
  - To be eligible to receive points, the driver and race vehicle must enter the track and

take the green flag to start the race.

- In the event of a complete restart, all vehicles that took the first green flag will be awarded the appropriate finishing position based on position in the field if they are unable to continue.
- In the event that a driver is unable to compete due to an injury, hardship or other special circumstance, another Lucas Oil Speedway UTV Short Course licensed driver may act as a substitute driver. This driver substitution can only be done with prior approval from the Lucas Oil Speedway UTV Short Course Competition Director for 1 race weekend in a season and must be approved by the Lucas Oil Speedway UTV Short Course Competition Director in advance of the event.
- 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.
- Eligibility to participate in the points may be forfeited by any member violating Lucas Oil Speedway UTV Short Course rules or regulations prior to the presentation of the awards.
- The points championship is not official until after the last race.
- Driver Points - Points will be awarded according to the following point scale:

POSITION	POINTS	POSITION	POINTS
1	50	14	23
2	47	15	21
3	45	16	19
4	43	17	17
5	41	18	15
6	39	19	13
7	37	20	11
8	35	21	9
9	33	22	7
10	31	23	5
11	29	24	3
12	27	25	1
13	25	26	1

## **LUCAS OIL SPEEDWAY UTV SHORT COURSE RACING - SAFETY RULES**

### **SR-1 EQUIPMENT**

- No passenger is allowed on the race vehicle any time the vehicle is in motion.
- No race vehicle is permitted on the track without approval from an Lucas Oil Speedway UTV Short Course official.
- No driver will compete in any event with his/her head or arm extended outside of the vehicle.
- Pit vehicles must be driven in a safe manner and may not be driven by anyone under 14 at any time other than a driver registered and banded.

### **SR-2 DRIVER'S WEAR**

- Fire suits are required and 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. FIA 8856-2018 or FIA 8856-2000 with attached label is acceptable as well. Or a SFI 3.2A/1 suit with Nomex Undergarments.
- Drivers must wear gloves and driving shoes that meet SFI Spec 3.3/5 or higher and have the SFI label attached. FIA 8856-2018 or FIA 8856-2000 with attached label is acceptable as well. Gloves may not be modified or have any holes in them. If at any time any Lucas Oil Speedway UTV Short Course 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 rejoin the race or if they will be parked for the duration.
- All driver apparel must be clean, in good condition, and free from rips or worn areas.

### **SR-3 HELMETS**

- Full face helmets with a Lexan shield are required.
- Helmets must be certified to a minimum one or more of the following standards:
  - Snell Memorial Foundation SA 2015 or better with a legible SFI sticker attached.
  - SFI Spec 31.1/2010 or youth helmet SFI spec 24.1 with a legible SFI sticker attached.
  - FIA 8868, FIA 8858-2010, 8859-2015, 8860-2010 with a legible FIA sticker attached.

### **SR-4 EYE PROTECTION**

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

### **SR-5 SEAT BELTS AND HARNESSSES**

- Safety harness with 5, 6 or 7 attachment points is required. Safety harnesses must meet one of the following ratings:
  - SFI - 16.1 - allowed in all classes.
  - SFI - 16.2 - only allowed for competitors under 16 years old.
  - SFI 16.5 - allowed in all classes.
  - FIA 8853/98 - allowed in all classes.
  - FIA 8853/2016 - allowed in all classes.

- Safety harnesses with SFI certification must not be used after 2 years (24 months) after the manufacturing date, or in the event that they have an expiration date must not be used after the expiration date.
- Safety harness with FIA certification must not be used after 5 years (60 months) after the manufacturing date.
- 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 specs above. Both ends of the lap belt must be fastened to the roll cage. Bolt in style belts must be fastened with high quality grade 8 or better bolts, not less than 3/8". Clip in style belts must be cotter pinned or safety wired. Cam Lock type belts are allowed.
- Two shoulder belts are mandatory and must be securely attached behind the driver's seat. If they are looped around or pass over the roll cage, a steel guide welded to the cage that will prevent the belt from sliding side to side is required.
- Shoulder harness should be mounted behind the driver. The mounting point is level with or up to 4" below the top of the driver's shoulder. Lap belts should be mounted so as the belt is anchored at a 45 degree angle to the floor of the car. 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.
- 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.
- Sternum straps are not allowed.
- 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.
- All crotch straps, and shoulder belts must connect at the lap belt with a quick release mechanism. Latch or cam-loc style quick release mechanisms are required. No push button mechanisms are allowed.
- Seat belts may be rejected by Lucas Oil Speedway UTV Short Course officials if dirty, frayed, oily, greasy, or otherwise considered unsafe by officials.

#### **SR-6 HEAD AND NECK RESTRAINTS**

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

#### **SR-7 ROLL CAGE AND CHASSIS**

- 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 tubes must be welded 360-degrees around the circumference of the tube. No oxy-acetylene brazing or welding allowed. 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.

- OEM frames must consist of the 2 main frame rails, and all of the OEM suspension pivot mounts. Engine and transmission mounts must be in the factory location.
- Roll cages may be constructed with one front vertical hoop, one rear vertical hoop, two interconnecting top bars, two rear down braces, and one diagonal brace, or with one vertical hoop on each side of the vehicle with interconnecting bars at the bottom of the windshield area, the top of the windshield area (between C pillars), and between the tops of the B pillars. All single tube intersections in the roll cage must be reinforced with gussets.
- Top of the roll cage above the driver's head must have either an 'X' or a front to back center bar with a single diagonal above the driver's head. In a single center-seat car, a single diagonal bar above the driver's head is sufficient.
- No titanium or exotic metals can be used on cage construction.
- Unnecessary tabs and brackets on the OEM chassis may be removed.
- Gussets may be constructed of minimum .090 inch x 3 inch x 3 inch flat plate, .090" wrap around, or tubing gussets made of the same material and thickness as roll cage.
- Must have a minimum of 3" of clearance from top of helmet to the bottom of the cage.
- Padding must be firmly attached so it cannot rotate or move.
- All vehicles must have Nerf Bars extending to less than half the wheel diameter to the rear tire.
- Roof panel mandatory minimum thickness .063" and fastened with either bolts or Dzus fasteners.

### **SR-8 WINDSHIELD AREA**

- Two seat SXS must have the complete left half of the windshield opening covered.
- Single seat SXS vehicles must have a complete windshield opening covered.
- Rock guards must have a minimum 1/8" rod and a maximum 1.5" opening welded at each intersection, or 1/8" plate cut with 1.5" openings and 1/8" intersections.
- 250 and under youth classes are not required to have a rock screen.

### **SR-9 WINDOW NETS**

- Honeycomb mesh or ribbon style window nets are acceptable for all classes.
  - Two seat cars will be required to have a driver side window net or approved wrist restraints.
  - Single/center seat cars will be required to have window nets on both sides or approved wrist restraints.

### **SR-10 FIREWALL**

- Firewalls must be metal (aluminum - .063 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. SXSs are allowed to use the OEM plastic firewall.
- Complete front and rear firewalls are required.
  - In all classes, firewalls must extend to the mid-rail bar.
  - In SXS classes, the firewalls must extend from the floor to the height of the OEM firewall where the panel makes a turn towards the rear.

### **SR-11 FIRE PROTECTION**

- 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. 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.

### **SR-12 ELECTRICAL AND BATTERIES**

- No liquid lead acid batteries will be permitted.
- Batteries must be bolted in using a tray and strap that goes over the top of the battery.
- Positive post must be covered with insulated material.
- PDM's and or Switch Panels are Legal.
- OEM ECU required. No aftermarket/stand alone ECUs allowed unless specified in class rules.

### **SR-13 FUEL CELL**

- Factory fuel tanks, when run in factory location, with the factory fill, are acceptable.
- Aftermarket fuel cells will be allowed. This type of tank must be separated from occupants by an aluminum firewall.

### **SR-14 TRANSMISSION**

- All Transmissions must have a reverse gear.

### **SR-15 SUSPENSION**

- Must Only use Stock suspension pivot points.
- Bolt-on Shock Towers are legal as long as they utilize the stock shock mounting locations.
- Commercially available aftermarket A-arms are legal.

### **SR-16 VEHICLE RACE NUMBERS**

- All vehicle number plates shall be contrasted in black and white.
- All number plates must be visible with no obstructions by bodywork or chassis.
- Sides of vehicle: One number on each side of the vehicle, on a number plate mounted high and close to the back of the roof and parallel with the front to rear tire line (no numbers on doors).
- Minimum recommended number plate size: 10" inches high by 14" inches long.
- Minimum Required number size: 8" inches tall.

- All numbers must be block style only.
- No outlines, stacking or shadows allowed.
- Fonts must be chosen from one the below approved styles only: Impact • Helvetica Black • Mechanical Bold
- Roof numbers are recommended and must be a minimum height of 12” inches. Number must be legible from the rear or passenger side of the car.
- Driver’s side upper left-hand corner of the windshield area must be contrast black and white with a minimum height of 4 inches.
- Rear facing numbers must be on a number plate measuring 7” inches by 10” inches. Numbers must be contrast black and white with a minimum height of 6” inches.
- Lucas Oil Speedway UTV Short Course officials may require a competitor to use a different number to avoid confusion or duplication at an event.





## 2025 LUCAS OIL SPEEDWAY UTV SHORT COURSE RACING CLASS SPECIFIC RULES

### **MINI STOCK: AGES 5-12**

1. Displacement: OEM Displacement per manufacturer.
2. OEM frames must consist of the 2 main frame rails, and all of the OEM suspension pivot mounts. Engine and transmission mounts must be in the factory location.
3. Intake: Must remain stock, no modifications allowed. Stock air intake system required including airbox with stock type air filter. Aftermarket stock type air filter element allowed.
4. OEM fuel delivery system (fuel pump, fuel tank, fuel injector)
5. Final Drive gearing, specifically the front or rear sprocket may be changed.
6. Turbochargers and Turbo upgrades are Not permitted. Nitrous systems are not allowed.
7. All vehicles must use stock engine cases, cylinder, cylinder head and Piston. Engine must remain in Stock Location.
8. Clutching: clutching changes or NOT allowed.
9. Aftermarket Exhaust systems are NOT allowed. Stock ECU required. No aftermarket ECU's allowed. No piggyback fuel tuners allowed or Flashing of ECU's
10. Safety nets and 5-point harnesses are required. Driver window nets required.
11. Aftermarket roll cage is highly recommended. If an aftermarket roll cage is used, mandatory 1.25" x .095" minimum 4130 Chromoly or DOM tubing is required for the main roll cage.
12. Opening doors are allowed. A secondary mechanical latch is required.
13. Roof panel mandatory minimum thickness .063".
14. Suspension: All A-arm mounting points must remain in the stock location and position as delivered from the manufacturer. Suspension modification is allowed to OEM shocks, including internal parts, and/or complete aftermarket shocks, that directly bolt to the OEM mounting locations. No other suspension changes allowed, including A -arms, axles, and swing arm, must remain stock. No long travel kits. Stock swingarm may be reinforced with gussets. "wheel hubs" must remain stock.
15. Brakes must be stock and functional as delivered from the manufacturer, e.g., Polaris 170 (2) front Calipers and (1) rear caliper.
16. Seat Position must remain in the Stock location except for driver fitment and safety.
17. Aftermarket seats are allowed for driver fitment.
18. Manufacturer plastics must not be removed, with the exception of the rear bed cover.

Any other Weight removal is NOT allowed.

19. Weight Rule: Polaris RZR 170 600lbs, Polaris RZR 200 650lbs, HiSun 250's 725lbs. All weights are with Driver and safety equipment.
20. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an Lucas Oil Speedway UTV Short Course official, a penalty will be imposed.
21. Weight may be adjusted at the discretion of officials throughout the season in the interest of Competition.

### **MINI LIMITED: AGES 5-12**

1. Displacement: OEM Displacement per manufacturer.
2. OEM frames must consist of the 2 main frame rails, and all of the OEM suspension pivot mounts. Engine and transmission mounts must be in the factory location.
3. Engine displacement must be OEM bore and stroke. Any modification to the OEM engine configuration Boring, re-plating, Blueprinting or cryo heating, etc. IS NOT ALLOWED, unless otherwise noted. Polaris 170/180cc engines are allowed to be upgraded to 204cc.
4. Intake, throttle body/Carburetor must remain stock, No boring or polishing of intake allowed. Intake filters may be changed. Aftermarket stock type air filter element allowed.
5. Transmission: All vehicles must use the OEM transmission and internals, Transmission casing may be reinforced, including Transmission Pinion bracing. Aftermarket center cap is Allowed.
6. Weight removal is allowed.
7. If rear bed plastic is removed, the vertical portion of the bed plastic that extends up from the lower firewall must be maintained or must be replaced.
8. Rear firewall is mandatory.
9. Exhaust system, gearing, clutching can be changed or added.
10. Piggyback fuel tuners are allowed. The use of aftermarket ECUs and ECU tuning is allowed.
11. Seat harnesses 5pt are mandatory.
12. Seat may be moved to the center of the car.
13. Suspension upgrades are allowed, up to and including upgrading prior 2021 170 models to a dual a-arm front suspension.
14. Aftermarket shocks that directly bolt to the OEM mounting locations are allowed.
15. Turbochargers and turbo upgrades are not allowed.
16. Nitrous systems are not allowed.
17. Aftermarket roll cage is highly recommended. If an aftermarket roll cage is used, mandatory 1.25" x .095" minimum 4130 Chromoly or DOM tubing is required for the main roll cage.
18. Opening doors are allowed but must be full coverage. A secondary mechanical latch is required.
19. Roof panel mandatory minimum thickness .063".
20. Weight Rule: POLARIS 170cc 600lbs, Polaris 180cc 650lbs, Polaris 204cc 675lbs HiSun 250's 725lbs. All weights are with Driver and safety equipment.
21. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an Lucas Oil Speedway UTV Short

Course official, a penalty will be imposed.

22. Weight Rule: POLARIS 170's 600 lbs, Polaris 180/200 650 lbs, HiSun 250's: 715 lbs. All weights are with Driver and safety equipment.
23. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

### **MINI MODIFIED: AGES 7-12**

1. Displacement: Maximum of up to 250cc
2. OEM frames must consist of the 2 main frame rails, and all of the OEM suspension pivot mounts. Engine and transmission mounts must be in the factory location.
3. Engine, suspension, and weight removal modifications are all permitted.
4. Motor may be modified. This includes head, valves, cam, piston, crank, and throttle body/carburetor.
5. Intake: Modifications are permitted.
6. Exhaust, EFI controller, jetting, intake/air filters, and gearing are allowed. The use of aftermarket ECUs and ECU tuning is allowed.
7. Clutch springs, helix, weights are allowed.
8. Transmission: OEM or Aftermarket transmission modifications are allowed.
9. Aftermarket roll cages are mandatory 1.25" x .095" wall min. main tubes.
10. Top of the roll cage above the driver's head must have either an 'X' or a front to back center bar with a single diagonal above the driver's head. In a single center-seat car, a single diagonal bar above the driver's head is sufficient.
11. Opening doors are allowed but must be full coverage. A secondary mechanical latch is required.
12. Roof panel mandatory minimum thickness .063".
13. 5pt. harnesses are mandatory.
14. Seat may be moved to the center of the car.
15. Turbochargers and turbo upgrades are not permitted. Nitrous systems are not allowed.
16. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an Lucas Oil Speedway UTV Short Course official, a penalty will be imposed.
17. Weight Rule: minimum of 500 lbs with driver and all safety equipment.
18. Weight may be adjusted at the discretion of officials throughout the season in the interest of Competition.

### **700cc AND UNDER: AGES 10-15**

1. Displacement: Maximum of up to 700cc
2. Vehicle eligibility: Any sport SXS up to 700cc is allowed.
3. Engine modifications are permitted, but OEM center cases, cylinder, and cylinder head must be OEM. BIG BORE Kits are allowed in the Polaris 570.
4. ECU flash is allowed (OEM ECU Only)
5. Aftermarket clutch kits, weights, springs, and helixes are allowed.
6. OEM frames must consist of the 2 main frame rails, and all of the OEM suspension pivot mounts. Engine and transmission mounts must be in the factory location.
7. Suspension components can be changed, but mounting points cannot be changed.
8. Superchargers/turbochargers or nitrous systems are NOT permitted.

9. Aftermarket skid plates, seats, exhaust, suspension, and wheels are all allowed.
10. Aftermarket roll cage is highly recommended. If an aftermarket roll cage is used, mandatory 1.5" x .095" minimum 4130 Chromoly or DOM tubing is required for the main roll cage.
11. Opening doors are allowed but must be full coverage. A secondary mechanical latch is required.
12. Roof panel mandatory minimum thickness .063".
13. Nerf bars are mandatory with no less than half the wheel diameter of opening to the rear wheel.
14. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an Lucas Oil Speedway UTV Short Course official, a penalty will be imposed.
15. Weight Rule: minimum of 1,100 lbs. with driver and all safety equipment.
16. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

### **YOUTH 1K: AGES 13-17**

1. Displacement: Maximum 1000cc.
2. Engine modifications are NOT permitted.
3. All vehicles must use OEM engine cases, cylinder, and cylinder head. This includes head, valves, cam, piston, crank, and throttle body/carburetor. Lucas Oil Speedway UTV Short Course reserves the right to mark engine blocks prior to any event. Engine displacement may be checked by an Lucas Oil Speedway UTV Short Course tech inspector at any time.
4. Superchargers/turbochargers or nitrous systems are NOT permitted.
5. ECU flash is allowed (OEM ECU Only)
6. Aftermarket exhaust is allowed
7. OEM frames must consist of the 2 main frame rails, and all of the OEM suspension pivot mounts. Engine and transmission mounts must be in the factory location.
8. Suspension: All A-arm mounting points must only use stock location and position as delivered from the manufacturer, however they may be reinforced for strength. Suspension modification is allowed to OEM shocks, including internal parts, and/or complete aftermarket shocks that directly bolt to the OEM mounting locations are allowed.
9. Aftermarket clutch kits, weights, springs, and helixes are allowed. Aftermarket clutches are NOT allowed.
10. You can replace wheels and tires with any alternative.
11. Aftermarket roll cage is highly recommended. If an aftermarket roll cage is used, mandatory 1.5" x .095" minimum 4130 Chromoly or DOM tubing is required for the main roll cage.
12. Opening doors are allowed but must be full coverage. A secondary mechanical latch is required.
13. Roof panel mandatory minimum thickness .063".
14. Nerf bars are mandatory with no less than half the wheel diameter of opening to the rear wheel.
15. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the

track/inspection area without being cleared by an Lucas Oil Speedway UTV Short Course official, a penalty will be imposed.

16. Weight Rule: minimum of 1650 lbs with driver and all safety equipment.
17. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

### **WOMENS NA: AGES 18 AND UP (PRO AM NA RULES)**

1. Displacement: Maximum 1000cc
2. Vehicle eligibility: Any sport SXS up to 1000cc naturally aspirated model is allowed.
3. Engine modifications are permitted, OEM cases, cylinder, and cylinder head must be used.
4. ECU flash is allowed (OEM ECU Only)
5. Aftermarket Exhaust is allowed.
6. OEM frames must consist of the 2 main frame rails.
7. All Shock mounting points/location may be moved.
8. All Chassis/A-Arm and Trailing Arm Pivots shall remain in the OEM location.
9. Aftermarket shocks, including modified internals/springs are allowed.
10. Clutching: Any aftermarket clutching or components is allowed.
11. Turbo or Superchargers, Nitrous systems are NOT permitted.
12. Aftermarket roll cage is highly recommended. If an aftermarket roll cage is used, mandatory 1.5" x .095" minimum 4130 Chromoly or DOM tubing is required for the main roll cage.
13. Opening doors are allowed but must be full coverage. A secondary mechanical latch is required.
14. Roof panel mandatory minimum thickness .063".
15. Nerf bars are mandatory with no less than half the wheel diameter of opening to the rear wheel.
16. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an Lucas Oil Speedway UTV Short Course official, a penalty will be imposed.
17. Weight Rule: minimum weight of 1650 lbs. with driver & safety gear included.
18. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

### **WOMENS TURBO: AGES 18 AND UP (PRO AM TURBO RULES)**

1. Displacement: Maximum 1000cc Turbo OR Naturally Aspirated Pro R 2000cc
2. Vehicle eligibility: Any OEM Turbo SXS or (Polaris Pro R) 2000cc Naturally Aspirated is allowed.
3. Engine modifications are permitted, OEM cases, cylinder, and cylinder head must be used.
4. ECU flash is allowed (OEM ECU Only)
5. Aftermarket Exhaust is allowed.
6. OEM frames must consist of the 2 main frame rails.
7. All Shock mounting points/location may be moved.
8. All Chassis/A-Arm and Trailing Arm Pivots shall remain in the OEM location.
9. Aftermarket shocks, including modified internals/springs are allowed.

10. Clutching: Any aftermarket clutching or components is allowed.
11. Nitrous systems are NOT permitted.
12. Aftermarket roll cage is highly recommended. If an aftermarket roll cage is used, mandatory 1.5" x .095" minimum 4130 Chromoly or DOM tubing is required for the main roll cage.
13. Opening doors are allowed but must be full coverage. A secondary mechanical latch is required.
14. Roof panel mandatory minimum thickness .063".
15. Nerf bars are mandatory with no less than half the wheel diameter of opening to the rear wheel.
16. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an Lucas Oil Speedway UTV Short Course official, a penalty will be imposed.
17. Weight Rule: Turbo Cars are a minimum weight of 1750 lbs, Polaris Pro-R 1900 lbs. Can-Am Maverick R 2100 lbs. All weights are with driver & safety gear included.
18. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

**VET 40+ NA: (PRO AM NA RULES)**

1. Displacement: Maximum 1000cc
2. Vehicle eligibility: Any sport SXS up to 1000cc naturally aspirated model is allowed.
3. Engine modifications are permitted, OEM cases, cylinder, and cylinder head must be used.
4. ECU flash is allowed (OEM ECU Only)
5. Aftermarket Exhaust is allowed.
6. OEM frames must consist of the 2 main frame rails.
7. All Shock mounting points/location may be moved.
8. All Chassis/A-Arm and Trailing Arm Pivots shall remain in the OEM location.
9. Aftermarket shocks, including modified internals/springs are allowed.
10. Clutching: Any aftermarket clutching or components is allowed.
11. Turbo or Superchargers, Nitrous systems are NOT permitted.
12. Aftermarket roll cage is highly recommended. If an aftermarket roll cage is used, mandatory 1.5" x .095" minimum 4130 Chromoly or DOM tubing is required for the main roll cage.
13. Opening doors are allowed but must be full coverage. A secondary mechanical latch is required.
14. Roof panel mandatory minimum thickness .063".
15. Nerf bars are mandatory with no less than half the wheel diameter of opening to the rear wheel.
16. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an Lucas Oil Speedway UTV Short Course official, a penalty will be imposed.
17. Weight Rule: minimum weight of 1650 lbs. with driver & safety gear included.
18. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

### **VET 40+ TURBO: (PRO AM TURBO RULES)**

1. Displacement: Maximum 1000cc Turbo OR Naturally Aspirated Pro R 2000cc
2. Vehicle eligibility: Any OEM Turbo SXS or (Polaris Pro R) 2000cc Naturally Aspirated is allowed.
3. Engine modifications are permitted, OEM cases, cylinder, and cylinder head must be used.
4. ECU flash is allowed (OEM ECU Only)
5. Aftermarket Exhaust is allowed.
6. OEM frames must consist of the 2 main frame rails.
7. All Shock mounting points/location may be moved.
8. All Chassis/A-Arm and Trailing Arm Pivots shall remain in the OEM location.
9. Aftermarket shocks, including modified internals/springs are allowed.
10. Clutching: Any aftermarket clutching or components is allowed.
11. Nitrous systems are NOT permitted.
12. Aftermarket roll cage is highly recommended. If an aftermarket roll cage is used, mandatory 1.5" x .095" minimum 4130 Chromoly or DOM tubing is required for the main roll cage.
13. Opening doors are allowed but must be full coverage. A secondary mechanical latch is required.
14. Roof panel mandatory minimum thickness .063".
15. Nerf bars are mandatory with no less than half the wheel diameter of opening to the rear wheel.
16. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an Lucas Oil Speedway UTV Short Course official, a penalty will be imposed.
17. Weight Rule: Turbo Cars are a minimum weight of 1750 lbs, Polaris Pro-R 1900 lbs. Can-Am Maverick R 2100 lbs. All weights are with driver & safety gear included.
18. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

### **SPORTSMAN NA: AGES 14 AND UP**

1. Displacement: Maximum 1000cc
2. Engine modifications are NOT permitted.
3. All vehicles must use OEM engine cases, cylinder, and cylinder head. This includes head, valves, cam, piston, crank, and throttle body/carburetor. Lucas Oil Speedway UTV Short Course reserves the right to mark engine blocks prior to any event. Engine displacement may be checked by an Lucas Oil Speedway UTV Short Course tech inspector at any time.
4. Superchargers/turbochargers or nitrous systems are NOT permitted.
5. ECU flash is allowed (OEM ECU Only)
6. Aftermarket exhaust is allowed
7. OEM frames must consist of the 2 main frame rails, and all of the OEM suspension pivot mounts. Engine and transmission mounts must be in the factory location.
8. Suspension: All A-arm mounting points must only use stock location and position as delivered from the manufacturer, however they may be reinforced for strength. Suspension modification is allowed to OEM shocks, including internal parts, and/or

complete aftermarket shocks that directly bolt to the OEM mounting locations are allowed.

9. Aftermarket clutch kits, weights, springs, and helixes are allowed. Aftermarket clutches are NOT allowed.
10. Aftermarket roll cage is highly recommended. If an aftermarket roll cage is used, mandatory 1.5" x .095" minimum 4130 Chromoly or DOM tubing is required for the main roll cage.
11. Opening doors are allowed but must be full coverage. A secondary mechanical latch is required.
12. Roof panel mandatory minimum thickness .063".
13. Nerf bars are mandatory with no less than half the wheel diameter of opening to the rear wheel.
14. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an Lucas Oil Speedway UTV Short Course official, a penalty will be imposed.
15. Weight Rule: minimum of 1650 lbs with driver and all safety equipment.
16. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

#### **SPORTSMAN TURBO: AGES 14 AND UP**

1. Displacement: Maximum 1000cc Turbo OR Naturally Aspirated Pro R 2000cc
2. Vehicle eligibility: Any OEM Turbo SXS or (Polaris Pro R) 2000cc Naturally Aspirated is allowed.
3. Engine modifications are NOT permitted.
4. All vehicles must use OEM engine cases, cylinder, and cylinder head. This includes head, valves, cam, piston, crank, and throttle body/carburetor. Lucas Oil Speedway UTV Short Course reserves the right to mark engine blocks prior to any event. Engine displacement may be checked by an Lucas Oil Speedway UTV Short Course tech inspector at any time.
5. ECU flash is allowed (OEM ECU Only)
6. Aftermarket exhaust is allowed
7. OEM frames must consist of the 2 main frame rails, and all of the OEM suspension pivot mounts. Engine and transmission mounts must be in the factory location.
8. Suspension: All A-arm mounting points must only use stock location and position as delivered from the manufacturer, however they may be reinforced for strength. Suspension modification is allowed to OEM shocks, including internal parts, and/or complete aftermarket shocks that directly bolt to the OEM mounting locations are allowed.
9. Aftermarket clutch kits, weights, springs, and helixes are allowed. Aftermarket clutches are NOT allowed.
10. Aftermarket roll cage is highly recommended. If an aftermarket roll cage is used, mandatory 1.5" x .095" minimum 4130 Chromoly or DOM tubing is required for the main roll cage.
11. Opening doors are allowed but must be full coverage. A secondary mechanical latch is required.
12. Roof panel mandatory minimum thickness .063".



13. Nerf bars are mandatory with no less than half the wheel diameter of opening to the rear wheel.
14. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an Lucas Oil Speedway UTV Short Course official, a penalty will be imposed.
15. Weight Rule: Turbo Cars are a minimum weight of 1750 lbs, Polaris Pro-R 1900 lbs. Can-Am Maverick R 2100 lbs. All weights are with driver & safety gear included.
16. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

### **PRO-AM NA: AGES 18 AND UP**

1. Displacement: Maximum 1000cc
2. Vehicle eligibility: Any sport SXS up to 1000cc naturally aspirated model is allowed.
3. Engine modifications are permitted, OEM cases, cylinder, and cylinder head must be used.
4. ECU flash is allowed (OEM ECU Only)
5. Aftermarket Exhaust is allowed.
6. OEM frames must consist of the 2 main frame rails.
7. All Shock mounting points/location may be moved.
8. All Chassis/A-Arm and Trailing Arm Pivots shall remain in the OEM location.
9. Aftermarket shocks, including modified internals/springs are allowed.
10. Clutching: Any aftermarket clutching or components is allowed.
11. Turbo or Superchargers, Nitrous systems are NOT permitted.
12. Aftermarket full race cage is Mandatory. This shall include A pillar brace, door bars, etc. 1.5" x .095" minimum 4130 Chromoly or DOM tubing is required for the main roll cage.
13. Top of the roll cage above the driver's head must have either an 'X' or a front to back center bar with a single diagonal above the driver's head. In a single center-seat car, a single diagonal bar above the driver's head is sufficient.
14. Opening doors are allowed but must be full coverage. A secondary mechanical latch is required.
15. Roof panel mandatory minimum thickness .063".
16. Nerf bars are mandatory with no less than half the wheel diameter of opening to the rear wheel.
17. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an Lucas Oil Speedway UTV Short Course official, a penalty will be imposed.
18. Weight Rule: minimum weight of 1650 lbs. with driver & safety gear included.
19. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

### **PRO-AM TURBO: AGES 18 AND UP**

1. Displacement: Maximum 1000cc Turbo OR Naturally Aspirated Pro R 2000cc
2. Vehicle eligibility: Any OEM Turbo SXS or (Polaris Pro R) 2000cc Naturally Aspirated is allowed.
3. Engine modifications are permitted, OEM cases, cylinder, and cylinder head must be used.

4. ECU flash is allowed (OEM ECU Only)
5. Aftermarket Exhaust is allowed.
6. OEM frames must consist of the 2 main frame rails.
7. All Shock mounting points/location may be moved.
8. All Chassis/A-Arm and Trailing Arm Pivots shall remain in the OEM location.
9. Aftermarket shocks, including modified internals/springs are allowed.
10. Clutching: Any aftermarket clutching or components is allowed.
11. Nitrous systems are NOT permitted.
12. Aftermarket full race cage is Mandatory. This shall include A pillar brace, door bars, etc. 1.5" x .095" minimum 4130 Chromoly or DOM tubing is required for the main roll cage.
13. Top of the roll cage above the driver's head must have either an 'X' or a front to back center bar with a single diagonal above the driver's head. In a single center-seat car, a single diagonal bar above the driver's head is sufficient.
14. Opening doors are allowed but must be full coverage. A secondary mechanical latch is required.
15. Roof panel mandatory minimum thickness .063".
16. Nerf bars are mandatory with no less than half the wheel diameter of opening to the rear wheel.
17. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an Lucas Oil Speedway UTV Short Course official, a penalty will be imposed.
18. Weight Rule: Turbo Cars are a minimum weight of 1750 lbs, Polaris Pro-R 1900 lbs. Can-Am Maverick R 2100 lbs. All weights are with driver & safety gear included.
19. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

#### **PRO NA: AGES 18 AND UP**

1. Displacement: Maximum 1000cc
2. Vehicle eligibility: Any sport SXS up to 1000cc naturally aspirated model is allowed.
3. Engine modifications are permitted, OEM cases, cylinder, and cylinder head must be used.
4. ECU flash is allowed (OEM ECU Only)
5. Aftermarket Exhaust is allowed.
6. OEM frames must consist of the 2 main frame rails.
7. All Shock mounting points/location may be moved.
8. All Chassis/A-Arm and Trailing Arm Pivots shall remain in the OEM location.
9. Aftermarket shocks, including modified internals/springs are allowed.
10. Clutching: Any aftermarket clutching or components is allowed.
11. Turbo or Superchargers, Nitrous systems are NOT permitted.
12. Aftermarket full race cage is Mandatory. This shall include A pillar brace, door bars, etc. 1.5" x .095" minimum 4130 Chromoly or DOM tubing is required for the main roll cage.
13. Top of the roll cage above the driver's head must have either an 'X' or a front to back center bar with a single diagonal above the driver's head. In a single center-seat car, a single diagonal bar above the driver's head is sufficient.
14. Opening doors are allowed but must be full coverage. A secondary mechanical latch is required.

15. Roof panel mandatory minimum thickness .063”.
16. Nerf bars are mandatory with no less than half the wheel diameter of opening to the rear wheel.
17. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an Lucas Oil Speedway UTV Short Course official, a penalty will be imposed.
18. Weight Rule: minimum weight of 1650 lbs. with driver & safety gear included.
19. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

### **PRO TURBO: AGES 18 AND UP**

1. Displacement: Maximum 1000cc Turbo OR Naturally Aspirated Pro R 2000cc
2. Vehicle eligibility: Any OEM Turbo SXS or (Polaris Pro R) 2000cc Naturally Aspirated is allowed.
3. Engine modifications are permitted, OEM cases, cylinder, and cylinder head must be used.
4. ECU flash is allowed (OEM ECU Only)
5. Aftermarket Exhaust is allowed.
6. OEM frames must consist of the 2 main frame rails.
7. All Shock mounting points/location may be moved.
8. All Chassis/A-Arm and Trailing Arm Pivots shall remain in the OEM location.
9. Aftermarket shocks, including modified internals/springs are allowed.
10. Clutching: Any aftermarket clutching or components is allowed.
11. Nitrous systems are NOT permitted.
12. Aftermarket full race cage is Mandatory. This shall include A pillar brace, door bars, etc. 1.5” x .095” minimum 4130 Chromoly or DOM tubing is required for the main roll cage.
13. Top of the roll cage above the driver's head must have either an 'X' or a front to back center bar with a single diagonal above the driver's head. In a single center-seat car, a single diagonal bar above the driver's head is sufficient.
14. Opening doors are allowed but must be full coverage. A secondary mechanical latch is required.
15. Roof panel mandatory minimum thickness .063”.
16. Nerf bars are mandatory with no less than half the wheel diameter of opening to the rear wheel.
17. Top 3 finishers must submit to Tech Inspection at each round. If a vehicle leaves the track/inspection area without being cleared by an Lucas Oil Speedway UTV Short Course official, a penalty will be imposed.
18. Weight Rule: Turbo Cars are a minimum weight of 1750 lbs, Polaris Pro-R 1900 lbs. Can-Am Maverick R 2100 lbs. All weights are with driver & safety gear included.
19. Weight may be adjusted at the discretion of officials throughout the season in the interest of competition.

## **LUCAS OIL SPEEDWAY UTV SHORT COURSE RACING - CLASS AND ENTRY FEES**

### **FACILITY FEE / GATE FEE**

- All racers and spectators pay the Lucas Oil Speedway UTV Short Course facility fee for each race event. This grants access into the pits and spectating areas.
  - Ages 12 and under: \$X
  - Ages 13 and up: \$X
  - Senior / Military: \$X

### **RACER / CLASS ENTRY FEE**

- MINI STOCK: \$75
- MINI LIMITED: \$75
- MINI MODIFIED: \$75
- 700cc AND UNDER: \$100
- YOUTH 1K: \$100
- WOMENS CLASS: \$125
- VET 40+: \$125
- SPORTSMAN: \$125
- PRO AM: \$150
- PRO: \$200

## **LUCAS OIL SPEEDWAY UTV SHORT COURSE RACING - SEASON PAYOUTS**

- MINI STOCK: 1st - 3rd trophy per event. Possible year end podium payouts.
- MINI LIMITED: 1st - 3rd trophy per event. Possible year end podium payouts.
- MINI MODIFIED: 1st - 3rd trophy per event. Possible year end podium payouts.
- 700cc AND UNDER: 1st - 3rd trophy per event. Possible year end podium payouts.
- YOUTH 1K: 1st - 3rd trophy per event. Possible year end podium payouts.
- WOMENS CLASS: 1st - 3rd trophy per event. Possible year end podium payouts.
- VET 40+: 1st - 3rd trophy per event. Possible year end podium payouts.
- SPORTSMAN: 1st - 3rd trophy per event. Possible year end podium payouts.
- PRO AM: 1st - 3rd trophy per event. Possible year end podium payouts.
- PRO: 1st - 3rd trophy per event. Payout per event.
  - 1 to 5 entries: 50% Payout 1st - 3rd (25% to 1st, 15% to 2nd, 10% to 3rd)
  - 6 to 10 entries: 80% Payout 1st - 3rd (40% to 1st, 25% to 2nd, 15% to 3rd)
  - 11+ entries: 100% Payout 1st - 3rd (50% to 1st, 30% to 2nd, 20% to 3rd)