

NATIONAL LIGHTNING SPRINT ASSOCIATION

DISCLAIMER

The rules and specifications set forth have been determined to provide orderly conduct at "National Rules" sanctioned events. No expressed or implied warranty of safety shall result from publications or verbal exchanges. Under no circumstances, does anyone or any organization guarantee against injury or death of any participant, spectator or official. Therefore, all involved in any National Lightning Sprint Association sanctioned event unconditionally release all involved associations and officials of all liability to the greatest extent allowed by law.

OBJECT

- The specific and primary purposes is the betterment of Lightning Sprint auto racing conditions, for formulation and enforcement of Lightning Sprint auto racing standards, to hold meetings to disseminate information about Lightning Sprint auto racing to Drivers/Owners and the general public, to assist in the scheduling of Lightning Sprint auto racing meets.

PROTESTS

- **ENGINE:** Protests for teardown must be presented to the Race Director of the Association in writing before the event feature race begins. Only car owners or drivers are allowed to protest another car or driver. Verbal protests will be dismissed. The protest fee is \$500.00. Protester must be present during inspection. Refusal of inspection will be admission of illegality. If the engine is determined to be illegal or the driver/owner refuses to an inspection a \$500.00 fine will be paid in cash before the car or driver/owner will be allowed to participate in another racing event. Illegal engines will also result in forfeiture of all Driver/Owner points (if applicable), awards and money for the evening's events. The protestor retains the protest fees less \$50.00 for the tech inspection. All judgments made by the Race Director to settle a claim must be based on factual evidence. Appointed Tech Coordinator will approve or disapprove engines upon inspection. Protests not requiring an engine tear down shall cost \$100.00.
- **NON-ENGINE:** Protest concerning illegal fuels shall follow the same guidelines as above. The fee is \$25.00. The Tech Coordinator has the authority to check fuel and determine legality during post race tech.
- Protests concerning race results shall be in writing and presented to the Race Director no later than 30 minutes after the feature event.
- Safety items are ineligible for protest and should be brought to the attention of the Race Director and will be dealt with immediately.

GENERAL RULES

- All Driver/Owners of this Association are expected to become familiar with the rules and regulations and shall conduct themselves accordingly. Participants must also adhere to all track rules.
- Participants are responsible for the actions of his/her pit crew.
- No use of drugs or alcohol by participants or their crew will be permitted during an event.
- Each driver must be ready when his or her event is called. If not ready the driver may be disqualified for that race.
- If, for any reason, your vehicle enters the infield area participant must re-enter the track in a safe manner.
- Decisions of the Race Director in charge and the track official are final.
- The Race Director reserves the right to inspect and approve all phases of design and construction of any car. Race Director may disqualify any car that is deemed dangerous.
- Any car with an illegal engine must be rechecked and approved by National Lightning Sprint Association associate before competing in any future events. Exchange of information regarding any disqualifications between local organizations is encouraged.
- Any person within the area of an event who at anytime causes bodily harm to, strikes or assaults any person shall be immediately ejected and barred from future events.
- Open tire rules unless stated by local organization prior to event. It is the participant's responsibility to determine track/organization tire rules for all events.

SAFETY RULES

- A 5-point 3" seatbelt shoulder harness with metal to metal quick release hook-up no older than 3 years is required.
- A full face helmet with a Snell Helmet rating is required.
- Arm restraints, fire suits, gloves and neck collar are required. Fire resistant two layer suit is recommended. It is highly recommended to have a head and neck restraint system. Collar is not required with a head and neck restraint system.
- A minimum safety pod of a one piece helmet/head restraint which extends on each side of seat bolted securely to seat.

- A kill switch and/or a fuel shut off valve are required and must be within the driver's reach with arm restraints on. The switch must be clearly marked and must disconnect electric fuel pump (if they exist) and ignition.
- The minimum age for a driver is determined by the host track. Proof of age may be required. A notarized document stating the permission of a parent or legal guardian is required if the driver is under the age of 18.
- The minimum driver head clearance is 3" measured to top of roll cage.
- Sanctioning bodies reserve the right to disqualify any car that is judged unsafe by the Race Director until corrections have been satisfactorily completed.
- A fire extinguisher is required at each pit area.
- Rear axle must be drilled for a safety pin on each end.

REGULATIONS AND SPECIFICATIONS

- Frame roll cage minimum 1-1/4 x .095 wall 4130-N Chromoly Steel Tubing mandatory. 1-3/8 x .083 or .095 wall 4130-N Chromoly Steel tubing is highly recommended.
- Wheelbase minimum 65" maximum 72".
- Driver's feet are required to be behind the firewall and motor.
- Fire wall must completely separate the engine from the driver's compartment.
- Steering gear is mandatory (rack and pinion acceptable).
- Steering wheel must have a rim type quick release hub (no pins).
- Car is to resemble a Sprint car, particularly hood and tail.
- Floor pan must extend from the front of the seat to the firewall.
- Must have hydraulic brakes capable of sliding rear wheels.
- Fuel type must be either gasoline or alcohol. No Nitro, nitrous oxide or oxygen enhancing fuel additives are allowed.
- Bumpers and nerf bars must be bolted to the frame. Nerf bars cannot extend past the outside of rear tires and cannot have any sharp edges or corners.
- Radiator and all coolers must be located in a shielded area outside the driver's compartment and cannot extend above or be located behind the driver's head.

- Chain drive is mandatory. This chain drive to extend from the countershaft sprocket to the final sprocket on the rear axle. Chain must be sufficiently guarded to completely shield and protect the driver and fuel tank. The chain must be completely enclosed within the driver's compartment. No quick change rear-ends allowed. Chain must run inside main frame rails.
- Wheels must be 13" in diameter. All tires must be a minimum of 62" in circumference.
- Cars must have a minimum of 10" numbers on each side of the tall tank and wing panels.
- Non wing cars must have a number on the nose of the car. The number should be a minimum of 10" tall.
- A muffler is required per track specifications.
- No electronic traction control devices or radios of any kind, except one-way receivers if required by the track or organization. No pit communication to car devices (radios) allowed.
- A Midget/Micro/Sprint tank must have a bladder. No metal tanks without a bladder or fuel cell inside. A drag race type fuel cell will be allowed without a bladder. Rollover valves or a fitting with a hose used as a safe guard for rollover fuel spill and proper bulk head fittings used for fuel or electrical fuel pump in the tanks will be mandatory. An SFI rated fuel cell is highly recommended. All tanks/fuel cells must be securely mounted between and/or behind the chassis frame Driver/Owners in a safe place.
- As of the 2014 racing season no chassis altering devices allowed from inside the cockpit during an event, i.e. computer controlled shocks, cockpit adjustable shocks, torsion bar/blade adjusters, etc. (exception: wing sliders, brake proportioning valves, Dial-A-Jets). The knobs on existing adjustable shocks can be relocated behind the driver seat, as long as the driver cannot adjust the shocks while they are on a yellow flag or racing.
- The battery must be mounted securely to frame. No wire or rubber cords can be used to mount the battery.
- Weight Limits – Note same weight limits for gas or alcohol
 - Winged 940# minimum with car and driver
 - Non-Winged 910# minimum with car and driver
- Top wing not to exceed 16 sq. feet and nose wing not to exceed 6 sq. feet

MOTOR SPECIFICATIONS

- Four cylinder, four cycle production motorcycle motors only 1000 cc motor stock stroke and bore. Must be over 2 years old. Any motors other than Honda, Kawasaki, Suzuki and Yamaha subject to prior approval. No BMW's allowed at this time. Note some local organizations are allowing 1200 cc motors with additional weight for the year 2014. Check local organizations for 1200cc motor rules if they are allowed.
- Electrical self starting with operating clutch and all production transmission gears useable.
- No metal removal internally.
- Mechanical or electronic fuel injection allowed. Either system can operate on gas or alcohol.
- Stock head, cylinder and crankcase. .015 milling allowed for head warpage. Stock cam with stock duration and lift required. Stock pistons only. Stock valves required. No port work allowed. Note that it is the participants responsibility to verify which organizations have made an exception on porting for the 2014 race season only.
- Motor tech procedures will consist of checking bore and stroke. Bore scope top of piston for stock configuration and checking deck height of piston in relation to top of spark plug hole. Spark plug entry point to be also inspected visually. Bore scope will also be utilized to check for any porting work or aftermarket valves. Note that fuel can be checked at the discretion of the Tech Coordinator.
- Dry sumps not allowed beginning 2015. Local organization option for 2014. It is the participants' responsibility to verify club rules for year 2014.

COMPETITION RULES

- Starting position for the heat races will be determined by drawing a pill before the driver's meeting. The start of the feature will be determined by some sort of redraw. A maximum of 4 rows can be inverted or redrawn from heat finishes to be determined at the drivers meeting.
- Changes in the race format can be changed at the discretion of the Race Director or track promoter. The Race Director may start any driver at the rear of the field until that driver demonstrates sufficient driving ability.
- Cars stopping under a yellow flag will restart from the back of the pack, even if they go to their pit or designated area. You may re-enter the track under a yellow or red flag condition only. If you leave the track for any reason after you have entered the track for completion you will start at the back of that race.

- Any driver who intentionally bumps another car before, during, or after a race on or off the track could be disqualified from the race. No money will be awarded for that event. Repeated offenses will be grounds for total disqualification.
- Any car emitting excessive oil, water, fuel or smoke will be black flagged from the race for safety.
- The end of the race will determine when the lead car receives the checkered flag regardless of how many laps the rest of the cars have completed.
- A driver that qualified the car can be replaced. The car will start at the rear of the feature for which it has qualified. It will be paid for its finishing position.
- All cars that run in the feature race must have participated in at least one qualifying race. Exceptions will apply if less than 24 cars fill the starting line-up for the feature.
- Each car must have the driver or a representative of the car attend the driver's meeting before each evening's event. Failure to attend this meeting will cause the car to start at the tail end of the heat race.
- On a red flag, only the people for the cars involved in the accident will be allowed on the track if the track allows.
- Cars must be approved by the Race Director to start and pull off for their heat races under their own power from the staging area; if not they will start at the back of the all the nights race unless the problem is corrected for that night of racing. All cars must be in the staging area on time to be checked for the start and pull off.
- If the car complies for the heat race but cannot comply for the feature, that car will not be penalized for the feature event and will remain in its original starting position.
- The top three cars finishing in the heat race will stop at the scales immediately after the heat race coming directly from the track and will be weighed. The top five cars finishing the feature will stop at the scales immediately after the feature race coming directly from the track to be weighed.
- If you cause (2) cautions on your own in any race, you will be sent off the track to your pits.
- A full 360 degree spin is considered a yellow flag incident whether it causes a yellow flag or not.