



2010 RULES AND SPECIFICATIONS

1.0 General

- 1.1 If you have concerns you do not feel are covered by these Rules and Specifications, assume it is not allowable unless cleared by the Director of Competition. (“If the rules don’t say you can, you can’t”)
- 1.2 All rule changes to be made at the last general meeting of the preceding year.
- 1.3 \$25.00 pee pick for all non-CLS members.
- 1.4 All drivers must be a minimum of 16 years of age, unless proof of track insurance coverage is obtained.
- 1.5 Rookies: A driver who has competed in less than 5 lightning sprint events. Rookies may request from CLS, that his/her status be upgraded at any time.

Driver competing for rookie of the year honors must line up at the rear of the field for the minimum of 3 races in the same year

All rookies must have a yellow flag attached to the top of the roll bar **and yellow tape on rear bumper** until status change.

- 1.6 Misconduct (as deemed by the Director of Competition or any CLS official) by any person(s) on or associated with any team can cause that team to be disqualified, suspended and/or fined.
- 1.61 **Misconduct on the CLS web-site, such as voicing opinion about another driver, sponsor, car owner, and or CLS member will result in (first offense) a three race suspension (CLS event) and will have their rights to post on the CLS web-site until the acting CLS board votes on reinstating . Second offense will result in suspension of remainder of the race season, and all rights to post on the CLS web-site are revoked.**

- 1.7 The Director of Competition for any given race will have the final authority of that race, any problems concerning tech, impound area, all race formulas, procedures, interpretation of rules for competition, levying any penalties, suspensions and/or fines resulting from violations.
- 1.8 All cars and drivers will undergo technical and/or safety inspection prior to their first race. **Cars must pass updated (2010) safety tech inspection sheet and weight verify and documented on the inspection sheet by the DOC.** All cars will undergo periodic inspections at the direction of the Director of Competition. All tech inspections will be done at the scales or designated area.
- 1.9 No radios communication to driver except from officials. **Only CLS approved one way radios will be used at CLS events.**
- 1.10 No electronic traction control devices
- 1.11 Minimum weights (**wing races**): Car and Driver, after the race.
- | | | | | |
|-------------|----|--------------|---|----------|
| 750cc, Min. | to | 1100cc | = | 925 lbs. |
| 1101cc | to | 1151cc | = | 950 lbs. |
| 1152cc | to | 1175cc | = | 975 lbs. |
| 1176cc | to | 1200cc, Max. | = | 1000lbs. |
- 1.12 Weight added to car must be bolted with a minimum of two **3/8"** bolts with locknuts **to the chassis**.
- 1.13 Fuels: Methanol or CLS spec fuel. No additives, lubes or oxygenated fuels allowed. Fuels must be clean and pass CLS tests; it's the driver responsibility to insure fuels pass CLS **zero tolerance testing**.
- 1.14 **No additives are to be used to air cleaners and or air box's that result in any type of performance enhancement**

2.0 Driver/Safety

- 2.1 Onboard fire system is optional. Bottle must be appropriately mounted.
- 2.2 Every car must have a fire extinguisher in its pit area, minimum of 5 lbs.
- 2.3 Right side driver head net is **mandatory**. Left side is optional.
- 2.4 Nomex fire suits are **mandatory**. Suits must in good condition.
- 2.5 Nomex underwear recommended, required with single-layer suits (tops and bottoms).

- 2.6 Nomex gloves are **mandatory**. No cutouts for fingers.
- 2.7 Nomex boots or rated fire shoes are **mandatory**.
- 2.8 Horse collars/neck braces are **mandatory**.
- 2.9 Arm restraints are **mandatory**.
- 2.10 Full-face helmets, with proper eye protection are mandatory, **Snell 2000** or better in good condition. SA rating recommended.
- 2.11 Seat belts must be five points, no more than two years old and properly attached and/or supported.
- 2.12 Nomex hood or helmet skirt is mandatory.
- 2.13 No low back seats allowed.
- 2.14 All racecars and drivers are subject to periodic safety inspections. California Lightning Sprints reserves the right to refuse a car or driver from competition if deemed unsafe.

3.0 Chassis

- 3.1 Roll cages, minimum of 1 1/4" X.095 or 1 3/8 X.083 wall thickness (above main frame rails), chrome moly tubing. Roll cage must have cross brace (3/4" diameter minimum) behind seat for shoulder harness support.
- 3.2 Sissy bars and/or vertical side protection bars **per manufactures recommendations (CLS recommended). It is your responsibility to check with your manufacturer for recommendations.** Sissy bars must be elbow height or higher. Vertical bars must be mounted in front of driver shoulders.
- 3.3 Wheelbase, 65" Min. to 73" Max. Maximum 65" width, measured outside wheel to wheel.
- 3.4 13" diameter wheels only.
- 3.5 Tire rule for 2010, **For first scheduled Five races of 2010, may have** all four corners to be American Racer tires. Right rear to be SD-38 or harder. Maximum size American Racer 26" 12-13 GTW **or right rear may be Hoosier with tire sizes listed below. The 6th race of the season the right rear MUST be Hoosier tire (tire sizes listed below). Last scheduled race of**

2010 season car MUST have all four tires on car to be Hoosier tires (tire sizes listed below).
68.0/7.0-13 D12, D15
74.0, 76.0, 78.0, 80.0/10.0-13 Focus
80.0, 82.0/12.0-13 Focus
ALL tires must be purchased through “Circle Track Performance” and will be stamped with “CTP” on them.

- 3.6 Final drive: chain or rear ends,
Chain guards must cover top and driver’s sides of chain and a minimum of 3/32” Aluminum for a chain guard.
Rear ends: Must have adequate safety loops for driveline.
- 3.7 All cars must be equipped with a rack & pinion or center steering.
- 3.8 Nerf bars and bumpers must be bolted or secured with approved fasteners (no rivets), 1” X .065” maximum size tubing.
No four point nerf bars.
- 3.9 Firewall, between engine and driver, minimum of .035” material, no holes or gaps between driver’s legs/ feet and the engine.
- 3.10 Heim joints and/or rod ends, minimum size, 7/16” shank with 3/8” bolts for tie rods, radius rods, Watts link, drag link, panhard bar, etc....
- 3.11 No plastic or aluminum fuel/oil/brake lines allowed. Fuel lines must be a high quality, automotive type, securely attached.
- 3.12 A maximum of 95-decibel noise level, as determined by each track.
- 3.13 No oil coolers/radiators may be mounted in the driver’s compartment area.
- 3.14 Fuel shut-off switch (oil activated or electronic, “tip over or automatic” type) is mandatory. Momentary bypass switch allowed. Electric toggle on/off not allowed.
- 3.15 Roll bar padding mandatory in driver’s head contact area and at steering box area. No plumbing insulation.
- 3.16 Front rock guard for driver compartment is mandatory.
- 3.17 No metal fuel tanks allowed. All tail tanks are required to have bladders.

4.0 Body/Wings/Numbers

- 4.1 Sprint style cars, including hood and tail, NO REAR ENGINE CARS.

No rudder type panel/s allowed past rear roll cage. **Minimum of 9” open between right side armguard panel (window) and bottom of the top roll bar.**

- 4.2 Top Wing: Top Wing may/may not be required for an event, as determined by the race format.
- 4.3 Top wing 4’ x 4’ max dimensions, or maximum 16-sq. ft. or if multiple section wing is used, total surface area of center sections not to exceed 16 sq. ft. maximum dimensions or a maximum. Side panels, right side max 1458 sq. in. and left side max = 1620 total sq. in. (Maximum 56” length and max 30” in height not to exceed).
- 4.4 A minimum of two quick release pins must be installed on front/rear of wing/wing tree.
- 4.5 Top wing cannot extend outside the wheels/tires.
- 4.6 Nose wing: Nose wing 2’x2’ or 4 SF x 12” tall side panels maximum.
- 4.7 Numbers: Top wing, roof number required, must be 18” tall minimum. Top wing side panel numbers, mandatory, must be **14”** tall minimum. **Also you must have a letter “A” or “G” (to designate the type of fuel you are using), located on each side of the tail tank/cover at the fill cap area.** Rear numbers must be of a size that will be clearly visible from the scoring tower. Front body/nose wing and tail tank, 9” minimum numbers.
- 4.8 CLS numbers are 0-99 no double numbers will be issued. Numbers once issued will remain issued to the registered owner until the end of early registration in the proceeding year. Numbers not used in the previous year will have no reservation rights.

5.0 Engines

- 5.1 A stock motor is a production, 4-cylinder, self-starting street motor, produced for and procured from a USA street-legal motorcycle, 1,200cc maximum.
- 5.2 Any after market ignitions, exhausts, carburetors, and cam chain tensioners are permitted.
- 5.3 ***Mechanical or electronic injection allowed with either menthol or gas.***
- 5.4 All replacement parts are to be replaced with original factory 48 State replacement parts or after market parts of same factory configuration. However, mixing of some parts for same name engines may be accepted. In

no way can mixing or matching of parts be performance enhancing. The Director of Competition has full authority to approve or deny these changes.

- 5.5 No internal modification of the engine, clutch or transmission including, removal, grinding, filing, or altering of ports is permitted. With the following exceptions: the counter balancer may be removed, slotted cam gears and ***weight matching of rods (one rod must be untouched)***. Barnett fiber clutch plates, no aftermarket plates, additional or heavier springs may be used. ***No internal modification limits to older style motors (motors years prior to electronic fuel injection) 1200 cc maximum.***
- 5.6 Removal of carbon deposits in ports is permitted. No removal of head material and/or modification of valve seats. Stainless valves may be used.
- 5.7 No milling of the cylinder head, with the exception of cleanup purposes only. A .020 maximum of head cleanup allowed. This cannot result in compression limits above the established figures. Additional removal must be compensated by adding base gaskets to resume compression.
- 5.8 Any engine may be bored for rebuild or clean-up purposes, up to a maximum of one-millimeter oversize, provided that stock configuration pistons and rings are used and the 1,200cc maximum displacement and maximum compression limits are not exceeded. Any after market pistons are recognized in 1/2 mm and 1mm over bores only. (0mm to .1/2mm over bore = 1/2mm, over 1/2mm to 1mm over bore = 1mm). Any after market pistons must have a certificate from the manufacturer and be registered prior to the event with the Director of Competition.
- 5.9 Gap less rings (total seal) may be used on the 2nd groove only.
- 5.10 No dry sump systems, however the oil pick-up can be relocated, in the crankcase, to facilitate circle track conditions.
- 5.11 Compression Rule
Maximum compression 250 LBS. Any compression over the limit will not be tolerated and the driver/car will be disqualified. ***During test of compression motor must turn over at same speed as it does when starting. Any motor not turning over at normal speed during test will have one additional try to meet requirements. A battery charger may be used.***

7.0 Race Procedures/Points

- 7.1 Competition points will only be awarded to drivers receiving the green flag in each race. Each driver that shows up to a CLS sanctioned event that registers a car for competition at that event will receive 20 points.
- 7.2 All race dates are subject to change. Check with Officials before making plans.
- 7.3 If you change a tire or leave the racing surface during an event, you must go to the back.
- 7.4 Qualifying drivers will draw for qualifying positions. If a car is out of position for qualifying, the car/driver will only receive one qualifying lap.
- 7.5 A driver must take the green flag in his heat race to maintain a feature race starting position. If not, he/she must start last in the B-main.
- 7.6 Fast qualifier or heat one winner will draw for feature race invert. Race inversions are 0, 2, 3, 4, or 5 rows back (10 cars maximum.).
- 7.7 Starts: All initial starts will be two abreast. Restarts: Single file, nose to tail. No passing until green flag drops. Front row cars will have two attempts to start field. After two failed attempts, one or both cars may be sent to the rear at race official's discretion. Attempted passing or passing will result in a two-position penalty for each attempt at end of race.
- 7.8 Two (2) spin rule in effect at all events. Rule constitutes the same car causing the yellow flag twice in one race will be black-flagged.
- 7.9 CLS board to determine racing format or combination prior to event start.
- 7.10 **After race inspections (Teched).**
The first four (4) cars to finish the "A" Main will report to the impound area **immediately**. Any car not reporting to the designated impound area will be automatically disqualified. Only driver and one crew member per car will be allowed in the impound area. The DOC along with two appointed board members will review all technical inspections. The top three cars will go through the following technical inspections.
A) Cars weighed: DOC along with one board member will monitor each car being weighed. Both DOC and board member must verify weight of car before the car is removed. Each car is documented on 2010 tech sheets. (Scales are part of the impound area).
B) Fuel Test: Driver or crew member will pull a fuel sample. Fuel sample will be taken at point of entry of the fuel rail (no exceptions). DOC and or

one of the two appointed board members that are appointed that night to monitor tech inspections must visually watch the fuel sample being taken from each car. Anyone taking a fuel sample without being monitored will be asked to supply another sample with the DOC present. Fuel sample will go through two tests. First the water sample with only the DOC (along with appointed board members) will add water and shake. Once shaken the samples will sit for until all other tech inspections are being done and then reviewed by DOC. The DOC will make all determinations and have final say in fuel samples. The second sample will go through the “Hydrometer” test. DOC will monitor all testing and has the final say in all tests.

C) Compression Test: All three cars will go through compression test. Driver or crew member must pull one spark plug (cylinder designated by DOC) and install test equipment. The DOC must review test and document. During test of compression motor must turn over at same speed as it does when starting. Any motor not turning over at normal speed during test will have one additional try to meet requirements. (Battery charger may be used if battery life is found). If any type of switch or device found to alter voltage to starter and or battery which changes the speed of the motor turning over that car is automatically disqualified. MAX compression is 250 lbs.

The fourth place car will be considered an alternate and will also report to the impound area after going over the scales. In the event that one of the top three (3) cars is disqualified, the fourth place finisher will be teched. Failure of a driver to present his/her car to the impound area prior to returning to his/her pit area, **will result in immediate disqualification.** Any team found to have more than their designated crew members in impound area will result in disqualification.

- 7.11 A driver may change cars at any time. Driver cannot return to vacated car in any event. Driver must start at the rear of the field after making a car change. Driver must notify the Director of Competition before changing cars. It is the driver’s responsibility to start at the rear of the field. If driver does not start at the rear of the field, he/she will be disqualified for the remainder of the event. Points will be awarded for last car driven by driver.

7.12 **Series Points Breakdown**

Fast Qualifier = 2 pts.

Trophy Dash = 1 st - 4 pts	Heat Races = 1 st - 20 pts.	6 th - 10 pts.
2 nd - 3 pts.	2 nd - 15 pts.	7 th - 9 pts.
3 rd - 2 pts.	3 rd - 13 pts.	8 th - 8 pts.
4 th - 1 pt	4 th - 12 pts.	9 th - 7 pts.
	5 th - 11 pts.	10 th - 6 pt.

A-Main = 1 st -100 pts.	13 th - 43 pts.	B-Main =1 st thru 4 th , Transfer to A-Main.
2 nd - 95 pts.	14 th - 39 pts.	5 th - 15pts.
3 rd - 90 pts.	15 th - 35 pts.	6 th - 14pts.
4 th - 85 pts.	16 th - 31 pts.	7 th - 13 pts.
5 th - 80 pts.	17 th -28 pts.	8 th - 12pts.
6 th - 75 pts.	18 th -26 pts.	9 th - 11pts
7 th - 70 pts.	19 th - 24 pts.	10 th -10pts.
8 th - 65 pts.	20 th -22 pts.	11 th - 9pts.
9 th - 60 pts.	21 st - 20pts.	12 th - 8pts.
10 th - 55 pts.	22 nd -19pts.	
11 th - 51 pts.	23 rd - 18pts.	
12 th - 47 pts.	24 th - 17pts.	

8.0 Protest/Penalties

- 8.1 Engine protest must be in writing and presented to the Director of Competition within **15 minutes** of the completion of the “A” Main. Any owner/driver that starts the “A” main may protest any car in the “A” main.
- 8.2 Cash Fee: \$25.00 - Valve cover pulled to check cams and valve train.
Administration Fee: \$15.00
- 8.3 Cash Fee: \$250.00 - Head pulled only, and inspected for infractions.
Administration Fee: \$40.00
- 8.4 Cash Fee: **\$500.00** - Motor pulled down and pan removed and inspected for infractions.
Administration Fee: \$60.00
- 8.5 Cash Fee: \$50.00 - Clutch inspection
- 8.6 If protested motor is found to be legal, protest fee less administration costs is awarded to the car/owner. If found to be illegal, protester receives all his/her money back. Administration costs will be fined to the car owner and must be paid that night. This fine is in addition to other fines assessed to the car owner by the board of directors for the infraction. All fines must be paid before the car will be allowed to race again. **The car must go through ALL 2010 tech inspections by the DOC and then documented.**

8.7 Penalties

- Tire or weight, disqualification and loss of points and money for that night.
- 8.8 Fuel or engine:

1st offense = disqualification and loss of points and money for that night.

2nd offense = disqualification and loss of points YTD and money for that night. Also, the driver and/or owner will receive additional penalties including fines and/or suspension at the board of director's discretion.

3rd offense = car and owner will be suspended for the remainder of the season. A car found to be illegal will be checked for the same infraction prior to competing at the next event.

- 8.9 Rough driving is determined by the Director of Competition/Track Officials. **All infractions or issues will be documented by DOC and placed in 2010 race season file which will be used to monitor all CLS drivers and crew members.** Penalties will be levied according to the severity of the offense. **All infractions are discussed collectively by board members and then a ruling is made. The board members will present ALL infractions to individual together.**

9.0 Rule Changes For Open Shows

- 9.1 CLS rules apply unless stated below.
- 9.2 CLS rules for competition will be strictly enforced. All cars must comply with their club safety rules. If conflicting with CLS 2010 rules, you must present a copy prior to the event or make sure CLS director of competition has a copy of said rules.
- 9.2 Right rear tire may be SD-38 or harder.
- 9.3 No oxygenated fuel. (Track racing fuel is allowed) (Fuels are tested at these events. Make sure your fuel tank is clean, **Zero tolerance**). **Please review ALL technical inspections.**
- 9.4 No additives in alcohol. (No top-end lube).
- 9.5 CLS weights to CC. (See CLS rule book)
- 9.6 Add 25 lbs. For modified motors.
- 9.7 Add 25 lbs. For cc's over 1200cc. (1202cc max allowed).