

CALIFORNIA LIGHTNING SPRINTS 2019 RULES & 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/Race Director.
- 1.2 All rule changes to be made at the last general meeting of the preceding year.
- 1.3 \$25 pea pick for all drivers.
- 1.4 All drivers must be a minimum of 16 years of age, unless proof of track insurance coverage is obtained (each individual track has age restrictions) or proof of emancipation is provided.
- 1.5 Rookies: A driver who has competed in four or less CLS events. Rookies may request from CLS, that his/her status be reviewed at any time. A driver that is competing for rookie of the year honors must line up at the rear of the field for a minimum of 3 races in the same year. All flagged rookies must have a yellow flag attached to the top of the roll bar and yellow tape on rear bumper, until rookie status changes. The CLS board may make the decision to waive the 3 race start at the back rule if they come to the conclusion that the driver has sufficient experience to be considered not a rookie.
- 1.6 Misconduct & Sportsmanship (as deemed by the DOC/Race Director or any CLS official) by any person(s) on or associated with any team can cause that team to be given a warning, put on probation, disqualified, suspended, and/or fined. Please adhere to the following rules of conduct & sportsmanship:

NO DRIVER MAY GET OUT OF THEIR CAR ON THE TRACK, UNLESS SAFETY OFFICIALS ARE THERE & TELL YOU TO DO SO.

A) COOPERATION WITH OFFICIALS

An official will have a board for lineups (when possible), if you can't hear directions on your race radio. Get into position quickly, we will not hold up the show & you may not be scored for the remainder of that race.

B) RESPONSIBILITY

Car owners and/or drivers will be responsible for the conduct of the persons associated with the car and/or the driver. The driver will be the primary person responsible for the conduct of the persons associate with the car and/or driver.

C) UNBECOMING CONDUCT

Any driver, car owner, pit person, or guest, who at any time uses improper language to working officials may be immediately reprimanded, expelled from the track, or subject to a fine and/or suspension.

Unbecoming Conduct, in front of the audience. The reprimand could be a fine (up to \$300.00), probation or suspension.

Any driver, car owner, pit person, or guest, who at any time shoves, jostles, shakes, strikes, attempts to strike, or takes any action intended to cause injury to anyone will be fined a minimum of \$100.00 and/or suspended for up to one year. In addition to any other penalty imposed, the driver may lose all points for that race.

No verbally abusing any CLS Official. All Club positions are voluntary & each person does their best.

Any car or crew distracting from the appearance of the show, or anyone under the influence of alcohol or other drugs shall not be allowed to compete in the race or be in or about the pit area.

Drinking of alcoholic beverages will not be tolerated in any manner until after the complete racing program is over. Violation of this rule carries a \$100 fine and/or a 30-day suspension.

D) SPORTSMANSHIP

Racing is a very emotional sport. As such, good sportsmanship is the key element of any competitive racing program. This must include respect for all participants – drivers, owners, pit crews, and officials. For our part we will make every effort to be consistent with our rules regardless of whom or what is involved. We will treat all participants with respect and expect similar treatment in return. A racer's pit area is his castle – therefore please stay out of other racer's pit areas, especially after an incident where you have been involved with that racer. Drivers – remember that you are responsible for the actions of your crews. Any offending parties will be fined appropriately and disciplinary actions will be initiated as deemed necessary.

Sportsmanship does not just pertain to activities at the track. Be aware that we do our best to present CLS and its drivers in the best light possible. We expect our drivers/teams to do the same. Remember what you say has weight, what you type has meaning, what you do has consequences. Think before you lash out.

1.7 Misconduct on the CLS website, or any social media (Facebook, Instagram, Twitter, etc.). We must appear as one big happy family. Venting, threatening, any derogatory posts, etc., will be subject to fines and/or suspension to the driver of the race team which commits the offense. We adopted a new Conflict Resolution Form in 2016 (which will be used on conjunction with the Disciplinary Action Form, introduced in 2015). If you have a problem with someone, please come see the DOC/Race Director or the Secretary to complete the Conflict Resolution Form, in a timely manner, after the incident. If this happens away from the track, please contact the DOC/Race Director or Secretary to complete the form over the phone. The BOD will review the conflict, talk to the witnesses & assess the appropriate Disciplinary Action, if warranted. The Club voted to accept this as a fair process.

1.8 The Director of Competition or Race Director 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, probation, suspensions and/or fines resulting from violations.

1.9 All cars and drivers will undergo technical and/or safety inspection prior to their first race. Cars must pass the 2019 safety tech inspection sheet, weight verify and documented on the inspection sheet by the DOC/Official. All cars will undergo periodic inspections at the direction of the DOC/Race Director. All tech inspections will be done at the scales or designated area. All cars must have a current year inspection sticker.

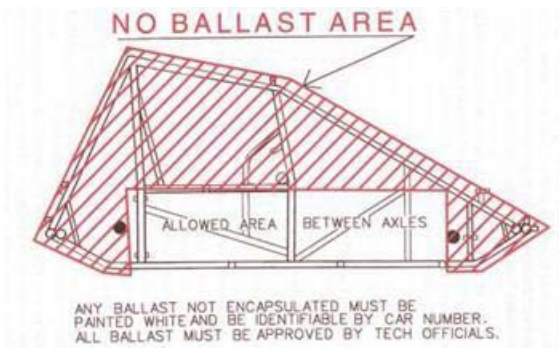
1.10 Raceceiver radios are required. No radio communication to driver except from club or track officials. Only CLS approved one way radios will be used at CLS events.

1.11 No use of any traction control will be allowed. No wheel sensors may be used & no aftermarket traction control plug-ins will be allowed.

1.12 Minimum weights (wing races) for Car and Driver after the race:

750cc, Min. to 1000cc = **950 lbs. (Methanol); 925 lbs. (Gas)**
1176cc to 1200cc, Max. = **1025 lbs. (Methanol); 1000 lbs. (Gas)**

1.13 Weight added to car must be bolted with a minimum of two 3/8" bolts with locknuts to the chassis (per illustration below).



1.14 Fuels: Methanol (pump gas or track fuel OK). No additives, lubes (other than Top End Lube) 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.

1.15 No additives are to be used to air cleaners and or air boxes that result in any type of performance enhancement.

1.16 A driver and/or car owner may complete a Temporary Membership Application and compete in two races in one race season. The BoD may discuss special circumstances, should they arise.

2.0 DRIVER / SAFETY

2.1 Every car must have a fire extinguisher in its pit area, minimum of 5 lbs. + it must be in code.

2.2 Right side driver head net is mandatory. Left side is optional. Exception: Full containment seats.

2.3 SFI Rated Nomex fire suits are mandatory. Suits must in good condition.

2.4 Nomex underwear recommended, required with single-layer suits (tops and bottoms).

2.5 Nomex gloves are mandatory. No cutouts for fingers.

2.6 Nomex boots or SFI rated fire shoes are mandatory.

2.7 Horse collars/neck braces are mandatory.

2.8 Arm restraints are recommended.

2.9 Full-face helmets, with proper eye protection are mandatory. Snell 2010 or better, in good condition. SA rating required.

2.10 Seat belts must be five points, no more than two years old and properly attached and/or supported. No Y seatbelt mounts will be allowed.

2.11 Nomex hood or helmet skirt is mandatory.

2.12 No low back seats allowed.

2.13 All racecars and driver's equipment are subject to periodic safety inspections. CLS 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), chromoly 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 rear width 66" width, measured outside of left rear tire to outside of right rear tire.

3.4 13" diameter wheels only.

3.5 Tire rules ~ **all MUST be Hoosier tires** (tire sizes listed below). The current Hoosier contract is in effect through 2018.

- **Front tires:** 68.0/7.0-13 D12, D15

- **Left rear tires:** 74.0, 76.0, 77.0, 78.0, 80.0 / 10.0-13 USAC Spec / D12

- **Right rear tires:** 82.0/12.0-13 SP2 or 80.0 USAC Spec

- The Club prefers that the tires have a CTP Stamp, but due to many drivers living out of the area, it will no longer be required. Please support CTP, if it all possible.
- No tire softening. A tire durometer will be used in Tech. It is illegal to treat tires with any softening solvents.
- No grinding off tire size and/or compound from both sides of tire.
- **Note: All cars at every CLS race must use a Hoosier SP-2 or 80.0 USAC Spec (Focus) Right Rear**
- **All cars will be inspected throughout the race event, any car not using the approved tires will NOT be allowed to race.**

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.

- 3.7** All cars must be equipped with a rack & pinion or gear steering.
- 3.8** Nerf bars and bumpers must be bolted or secured with approved fasteners (no rivets), 1" X .065" maximum size tubing & have a maximum of 3 points of connection to the chassis. Nerf bars may not extend outside of the right rear. The left rear nerf bar may extend to a maximum of 1.5" outside of tire.
- 3.9** Firewall, between engine and driver, minimum of .035" material, no holes or gaps between driver's legs/feet and the motor.
- 3.10** Heim joints and/or rod ends, minimum size, 7/16" steel with 3/8" bolts (or 1/2" aluminum) for tie rods, radius rods, watts link, drag link, pan hard bar, etc....
- 3.11** No plastic or aluminum fuel/oil/brake lines allowed. Fuel lines must be a high quality, automotive type and 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** Roll bar padding mandatory in driver's head contact area (exception: full containment seat) and at steering box area. No plumbing insulation.
- 3.15** Front rock guard for driver compartment is mandatory.
- 3.16** No metal fuel tanks allowed. All tail tanks are required to have bladders. Jaz type plastic tanks are acceptable.
- 3.17** Cockpit adjustable shocks are allowed. You may use a wing slider adjustment.

4.0 BODY / WING NUMBERS

- 4.1** Sprint style cars, including hood and tail, NO REAR ENGINE CARS or SIDEWINDER 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: Maximum 16-sq. ft. or if multiple section wing is used, total surface area of center sections not to exceed 16 sq. ft. 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).

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; it must be centered on the cage.

4.6 Nose wing: Nose wing 2'x2' or 4 sq. ft. x 12" tall side panels maximum.

4.7 **Mandatory Numbers:** Top wing side panel numbers (must be 14" tall minimum) + tail tank numbers (9" tall minimum). **Preferred Numbers:** Top wing number (18" tall minimum) & Front body/nose (9" tall minimum numbers-must be a size that is clearly visible from the scoring tower). Also, you are requested to 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.

4.8 CLS numbers are 0-99 (duplicates will be required to place a letter after the number). Numbers once issued will remain issued to the registered owner until the end of early registration in the following year. Numbers not used in the previous year will have no reservation rights. The car that earns top 10 in points the previous year has the first right of refusal for the next race season & their former number will be held for them to use the next year. The #1 can only be issued to the current year's champion.

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, 1200 cc maximum. The engine must be in production for 2 full years or in the second full year of production up to 2017.

5.2 Any aftermarket ignitions, exhausts, carburetors, and cam chain tensioner and oil pans 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 aftermarket 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 BoD 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 Gap less rings (total seal) may be used on the 2nd groove only.

5.9 Dry Sumps are allowed, the oil pick-up can be relocated in the crankcase, to facilitate circle track conditions.

5.10 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.

6.0 RACE PROCEDURES / POINTS

6.1 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.

6.2 All race dates are subject to change.

6.3 If you change a tire or leave the racing surface during an event, you must go to the rear of the field.

6.4 Drivers will draw for qualifying position. If a car is out of position for qualifying, the car/driver will only receive one qualifying lap at the end. If the track does not approve single car qualifying, drivers will be clocked for qualifying times (using transponders) during hot laps. If a car/driver doesn't qualify, that car/driver will start at the back of a heat race. If they finish in a transfer position, they will start last in the main event inversion.

6.5 If a race car has a problem & can't run a heat race, the driver's qualifying time will be used for either the B Main or behind the inversion in the A Main. Heat races will have the top 6 cars inverted, with the remainder cars straight up by qualifying time, with rookies at the back. If there are two heat races, the top

five in each heat make the inversion to the main (with the exception of rookies). If three or more heats are run, the top four in each heat make the main event inversion. If a driver changes cars prior to the start of the main event, the driver will start at the rear of the field (in front of the rookies).

6.6 Main Event Inversion: 2 Heats – Pill draw of 6 or 8; 3 Heats – Pill draw of 6, 8, or 10; 4 Heats – Pill draw of 6, 8, or 10. **The Race Director has the right to change the race format at any event.**

6.7 Starts: All initial starts will be two abreast. Restarts: Single file, nose to tail until you get to the cone. No passing until green flag drops (some tracks have a cone & require no passing until the cone). 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 through the infield with two (2) or more tires to gain an advantage will result in a two-position penalty for each attempt at end of race (or on a yellow flag, if possible).

6.8 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. You may only race with a left front flat, if any other tires are very low/flat, you will be black flagged. If a muffler falls off a car, that car will be black flagged.

6.9 The CLS Board reserves the right to determine racing format prior to event start.

6.10 Tech

Inspection: After race inspections (Tech). The top four (4) cars in Main will report to the Tech/Scales area immediately after the trophy presentations/interviews. Any car not reporting to the designated impound area will be disqualified. Only the driver and one crewmember per car will be allowed in the impound area. There will be a list of items to tech; a pill will be drawn after each main to determine which item(s) will be on the Tech list. The DOC and at least one CLS Official will review all technical inspections.

Cars weighed: The DOC, along with one board member or official, will monitor each car being weighed. Both DOC and a board member or official must verify weight of car before the car is removed. In some cases, only one official may be conducting scaling of the cars. (Scales are part of the impound area). *See section 1.12 for weights

Fuel Test: Driver or crew member will pull a fuel sample. Fuel sample 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.

Compression: The top four 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. Failure of a driver to present his/her car to the impound area prior to returning to his/her pit area, will be disqualified. Any team found to have more than their designated crewmembers in impound area will be assessed a penalty, voted on by the BOD.

Bore & Stroke - to make sure the motor size is legal.

Gears – no gears may be removed from a motor.

Charging System - all motors must have this system intact, it may not be removed. You must start under your own power the first event of the race night.

Scope - CLS will be using a scope to check the pistons & head, to make sure there hasn't been any work done.

Motor Seals - CLS will be adopting a system to "seal" the motors with a numbered tag & coloring system, after tech. IF you must work on your motor, you must let the CLS Race Director know & your motor will go through tech & be re-sealed. If it is found that you have a broken seal (without disclosure & having it go through tech again) you will be disqualified & receive no points or money for that race event.

Durometer -- All tires will be checked by a tire durometer & must be within the spec of the tire.

6.11 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,

in next event on the track. Driver must notify the DOC 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 and payout will be awarded for last car driven by driver. If driver change is not reported, car and driver will be disqualified from event.

6.12 Series Points Breakdown

Qualifying = 1st – 8; 2nd – 6; 3rd – 4; 4th - 2 pts.
(we will request 4 hot laps from each track)

Trophy Dash = 1st - 4 pts

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

B-Main = 1st thru 4th transfer to A-Main 5th-15 10th-10 15th-5
 6th-14 11th-9 16th-4
 7th-13 12th-8 17th-3
 8th-12 13th-7 18th-2
 9th-11 14th-6 19th-1

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

6.13 All CLS BoD Members must support our Club's races. If any BOD Member races at any conflicting lightning sprint races, they will be voted off the Board. Each case can be reviewed & voted on by the BOD.

7.0 PROTESTS / PENALTIES

7.1 Engine protest must be in writing and presented to the Director of Competition within 15 minutes of the completion of the "A" Main. You must be a full member to protest (no Temporary, Associate or Honorary Members are able to request a Protest).

7.2 Cash Fee: \$500.00 - For all protests, except Clutch inspection (see 7.3).

7.3 Cash Fee: \$50.00 - Clutch inspection

7.4 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 BOD/DOC for the infraction. All fines must be paid before the car will be allowed to race again. The car must go through ALL 2018 tech inspections by the DOC and then documented.

7.5 Penalties: Tire or weight = disqualification and loss of points and money for that race event.

7.6 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.

7.7 Rough driving is determined by the Director of Competition/Track Officials. All infractions or issues will be documented by DOC and placed in 2018 race season file, which will be used to monitor all CLS drivers and crewmembers. 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. When possible, the board members will present all infractions to individual together. (Refer to section 1.6 for clarification).

8.0 JOINT CLS/BCRA RACES (there are no joint races scheduled in 2019)

8.1 CLS rules apply, unless stated below.

8.2 CLS rules for competition will be strictly enforced. All cars must comply with their club's safety rules. If conflicting with CLS 2018 rules, you must present a copy prior to the event or make sure the CLS DOC/Race Director has a copy of said rules.

8.3 Right rear tire must be an approved CLS or BCRA Spec Tire.

8.4 No additives in alcohol; Top-End Lube is allowed.

8.5 CLS weights to CC. (See CLS 2018 Rules, Section 1.12)

9.0 2019 CLS OPERATIONS (all positions are volunteer, not paid)

- **Board of Director's**

- ❖ Jeff Dyer
- ❖ James Heling
- ❖ Pat Kelley
- ❖ Michael Lange
- ❖ Mike Nehring
- ❖ Mike Nigh
- ❖ Wendy Michnowicz

** For decision making, a Quorum of 4 Board Members must be present.

- **Officer Positions**

- ❖ President – Bobby Michnowicz
- ❖ Vice President/Director of Competition - Dick Hindman
- ❖ Secretary/Treasurer – Wendy Michnowicz

- **Officials**

- ❖ Lauren Heling - Registration "Pit Princess"
- ❖ Dwayne Cossey
- ❖ Shane Holt
- ❖ Shane Holt Jr – Official Assistant
- ❖ Wendy Michnowicz
- ❖ Ray Raines – Tech Director (as needed)

- **Advisory Board** (normally former Race Club Presidents & Board Members; **must be an active member of CLS**)

- ❖ Alex Grigoreas
- ❖ Dan Hillberg
- ❖ Doug Nunes
- ❖ Shane Holt
- ❖ Brent Sexton
- ❖ James Turnbull