

PROPOSED LIGHTNING SPRINT NATIONAL OPEN RULES

CHASSIS:

- Frame roll cage and halos must be constructed of a minimum 1-1/4 X .095 or 1-3/8 X .083 4130 tubing
- Wheel base 65" – 74", measured centerline to centerline
- Engine offset is a maximum of 6" measured at the rear of the engine, centerline of inside cylinders to the center line of the main frame rails. Chassis built with bottom frame rail offsets in the engine or cockpit area - the inner most bottom rails will be used to measure the engine offset.
- Must be chain drive.

WINGS:

- Top wing to be maximum 16 sq. ft. Wing must be a single airfoil and constructed square. Maximum dish of 2" with additional maximum wicker bill of 2." Wicker bill is not included in the airfoil dimension. Side panels to be maximum RS 1460 sq.in. And LS 1680 sq.in.
- Front wing to be a maximum 576 sq.in. Must be single airfoil and constructed square. Side panels maximum 12"H X 26"L.
- No portion of either wing can be outside the tires.
- One cockpit adjustable wing actuator is allowed.

TIRES and WHEELS:

- 13" wheels and tires only. 12" wide RR wheel max. 10" wide LR wheel max. As supplied by manufacturer.
- Right rear tire must be a Hoosier

SHOCKS:

- No cockpit adjusters allowed. Adjustable shocks are permitted.

ENGINE:

- Any 1000cc, normally aspirated, production motorcycle engine may be used. Engine model must be in production for two full calendar years prior to use. No limited production engines will be permitted. No current year production engines allowed. Serial number must be identifiable.
- Engine case, cylinders, head, crank, rods, pistons, cams, valves, transmission, coatings, charging system, and clutch must remain stock OEM and operational. All engine components must match the engine year of manufacture.
- Existing engines that have modifications or are over 1000cc will be permitted to compete with specified weight applied.
- Cylinder head may be milled for cleanup. OEM gasket thickness must be utilized.
- Engines with modifications must be disclosed prior to the event on the event registration form.
- All cars must be able to start and pull off under their own power without assist.
- Mufflers are mandatory.

OIL SYSTEM:

- Oiling system may be modified for reliability. Oil pan, pickup, cooler, lines, tank(s), and pump(s) may be modified or replaced. Cars with a dry sump oil system will weigh 1050 lbs.

WEIGHT (Post race with driver):

- 1000 CC Stock Engine: 950 lbs
- Over 1000cc or any preexisting unapproved engine modifications: 1050 lbs
- A weight decal will be placed on both sides of the frame rail to signify car weight to scale operator.
- Material used for weight must be firmly attached to the main frame. Only lead and/or steel plate will be allowed.

FUEL:

- Maximum 112 octane gas or Methanol. No additives or oxygenated fuels will be permitted.

INJECTION:

- Electronic or Mechanical Injection may be used. No weight penalty exists for either injection system.

ELECTRONICS:

- Aftermarket Engine Control Module(s) or Fuel Management System(s) will be permitted. No aftermarket plug-in traction control devices, wheel speed, or chain sensors will be permitted.

SAFETY:

- Top of roll cage must be a minimum of three (3) inches above the driver's helmet. Measured vertically at center of helmet.
- Chain guards are mandatory and must completely shield the driver from the chain.
- A firewall between engine and driver is required.
- 5 point seat belts with shoulder harness and sub strap are required.
- No car will be allowed to compete that requires dismantling portions thereof to enter or leave the cockpit with exception of the steering wheel.

PROTEST:

- Protests must be presented to the head tech official with a cash payment of \$250.00 before the event feature race begins. Protest fee is non-refundable and split among tech officials. Only registered drivers are allowed to protest another car. Protester must be present during inspection. Refusal of inspection or illegal cars will result in forfeiture of all awards and payments for event.