



Official 2012 Rule Book

1. GENERAL RULES

Track specific rules will apply first. Club rules apply when track rules do not exist.

a. Membership: To be eligible to race with the NLSA the "NLSA Membership and License Application" must be completed and returned with the appropriate fees to the secretary prior to starting any race.

The car owner and driver are required to have a "2012 NLSA Rule Book" and comply with the rules and regulations set forth therein.

b. Driver's Age: All drivers must be at least **16** years of age.

c. Rookies: Novice or rookie driver is defined herein as a driver who has never raced with the NLSA, no matter what kind of previous racing experience. Rookies must start from the back for the first 3 races. Rookies can request from the NLSA to have their status upgraded at any time by requesting to the Executive of the NLSA.

d. Conduct:

i. **Members:** It shall be the duty of every participant to conduct him or herself while representing the Association in a manner that shall not be prejudicial to the Association, nor bring unnecessary criticism on the organization. Any proven false statements on any document issued to, or concerning the NLSA by any member, shall draw penalties as deemed proper. Any NLSA member racer who would falsify their age or modify their engine with the intent to compete illegally with the intent to defraud officials and other competitors by such modifications, un-sportsmanship like conduct, or flagrant violation of the rule to gain an unfair advantage could be subject to penalties as decided by the Executive. Any driver/owner/crew member/guest that confronts an Executive Member or any of the club officials will be subject to an additional 50 point penalty in addition to penalty for tech inspection.

ii. **Alcohol:** Any driver who has consumed any alcoholic beverage or illegal drug on the

day of any NLSA event will not be allowed to compete. Any participant or crewmember observed consuming alcoholic beverages or illegal drugs during the practice or running of any event at an NLSA sanctioned event will result in immediate suspension of that driver for the remainder of the racing season.

d. Visitors: A visitor is a person that does not intend to race more than two (2) events per season.

i. Eligibility: Visitors may run by passing the general Technical Inspection or at the discretion of a member of the Executive. A visiting car owner or driver is required to have a copy of the "NLSA Rule Book" and comply with the rules and regulations set forth.

ii. Points: Visitors do not receive points.

iii. Payout: Visitors must pass tech inspection to receive a payout.

2. CAR:

- Sprint Car appearance required, especially the hood and tail.
- Chassis must be up-right design with driver's feet behind the engine.
- Body may be constructed of aluminum, fiberglass, or high impact plastic. No lips or sail panels will be permitted.
- Minimum car weight with driver is 950 pounds at all times. Ballast weights must be painted white and be securely bolted to the frame.
- Absolutely NO Titanium or Carbon Fiber may be used anywhere on the car unless it comes standard (factory original OEM) in the engine.
- All cars must be self starting and use factory-original starter and clutch systems. Any car requiring a push start due to mechanical failure will be required to start at the rear of the field. Car must be repaired to self-starting condition by the next race day.
- All cars must report to staging with a completely empty fuel tank. All cars will be filled with 91 octane premium pump gas provided at the track by Red River Coop gas bars. Absolutely no additives allowed. Fuel to be tested as per "2012 NLSA Fuel Testing Procedures" (page 6)

3. CHASSIS:

- It is recommended that the roll cage be a minimum of 1-1/4" OD x .095 or 1-3/8" OD x .083 wall 4130 Condition N tubing.
- It is recommended that the driver have minimum 3" head clearance to top of frame.
- Wheelbase: Minimum 60" and Maximum 73".
- Engine maximum offset 6" from centerline of chassis.

4. ENGINE:

- Japanese inline 4 cylinder, 4-cycle motorcycle production engines only. No snowmobile engines permitted whatsoever, including both two and four cycle varieties. Limited to one engine only. Maximum 1000 c.c. displacement only. No overbore permitted.
- New model engines must be available on the market for 4 years before being legal to run.
- All engines must remain absolutely factory stock (OEM). The definition of factory stock is: the way the factory installed the engine into the original motorcycle to be sold and used on public roads and highways within the USA and Canada. No porting, polishing, blueprinting, or any other machine work of any type is permitted. No centrifugal clutches. Must use original, unmodified five or six-speed transmission and clutch. Exceptions to these OEM engine rules include the use of an aftermarket air box/filter, header, and fuel injection controllers such as those produced by Power Commander and Bazzaz Performance. No traction control devices of any type permitted.
- No factory or aftermarket race engine components may be used. All internal and external parts must remain OEM as sold to the general public.
- You are permitted to perform routine maintenance to your engines. All specifications must be within manufactures specifications as per factory-issued shop manual.
- Factory stock ECU (CDI Box) must be used with the factory set rev - limiter in place at the factory set RPM.
- Engine monitoring is limited to tachometer, oil pressure, water temperature, and fuel pressure. Absolutely no on-board computers, diagnostic, or data logging systems will be permitted.

5. DRIVE SYSTEM:

- Chain drive is mandatory, using one continuous chain. Minimum 530 chain size.
- Chain must be properly guarded. Chain guard must be minimum .090 aluminum.

6. SUSPENSION:

- Torsion and/or Coil Over suspension is permitted.
- No independent or mechanical linkage on any suspension will be permitted.
- No sway or anti-roll bars will be permitted.
- No double adjustable shocks will be permitted.

7. WHEELS & TIRES:

- 13" diameter wheels with right rear bead lock required.
- Maximum 12" wide right rear wheel, and 10" wide left rear wheel.
- 82" Hoosier SP3 or harder on Right Rear only. On Left Front, Right Front and Left Rear,

D12 (or harder, if and when available) only. A visiting driver(s) may participate in one (1) NLSA race day event using only the 82" Hoosier SP3 Right Rear. On all other subsequent visits, the same visiting driver(s) must use NLSA-mandated tires on all four corners.

- Siping and/or grooving are permitted on all tires.
- No softening compounds/chemicals of any type are permitted whatsoever.
- Tires to be tested as per "2012 NLSA Tire Testing Procedures" (page 5)

8. WINGS:

- Top wing mandatory, 16 sq. ft. maximum. Must be single air foil design and 48" square. Maximum 2" dip in top of air foil, with max. 2" lip in back (wicker bill) for stiffener.
- Front wing optional. 20" x 30" maximum.
- Wings must not be outside the width of the tires.

9. COCKPIT ADJUSTABLES:

- No cockpit adjustable devices of any type are permitted, including electric wing sliders and shocks.

10. BUMPERS:

- Nerf bars and bumpers required at all times. Must be securely bolted to the chassis, no quick pins, rivets, etc.

11. FUEL CELLS:

- Tail tanks will be required to have a bladder.
- Plastic fuel tanks without bladder are permitted, but must be securely mounted within the frame rails and rear torsion tubes.

12. SEATS and BELTS:

- Full containment/halo seats are recommended.
- 5 point harness with 3" lap and shoulder belts required. 2 years old maximum.
- Rear "A" must have cross member with-in 1" of shoulder belt opening in seat.



2012 NLSA Tire Testing Procedure

In 2012, the Northern Lightning Sprint Association will make use of a four-tire rule. The Right Rear tire will be a Hoosier SP3 compound, while the other three corners will be a D12 compound. Established in co-operation with Mr. Shannon Rush of Hoosier Tire Corporation, we have created the following guide for tire testing.

The race day procedure will be carried out as follows:

1. The NLSA will have in inventory one (1) SP3 Hoosier Right Rear tire and one (1) Hoosier D12 tire mounted on wheels. These two assemblies will be known as the “Control Tires”.
2. The “Control Tires” will remain outside throughout the race day and will be subject to the same conditions (temperature, sun, humidity, etc.) as the competitors’ tires.
3. Prior to the staging of the Feature, the “Control Tires” will be durometer tested for hardness and the numbers recorded. We will then test each of the competitors’ tires.
4. The NLSA will allow a “grace” of four (4) durometer points between the “Control Tires” and the competitors’ tires. For example, if the SP3 Right Rear “Control Tire” measures 45 on the durometer, a competitor’s tire(s) may measure 41 but no softer.
5. Should a competitor’s tire(s) be found out of specification, they will have the option to change the tire(s) (TIME PERMITTING!) before the start of the Feature. The penalty for being out of specification will be starting at the rear of the field. If the competitor chooses not to change the offending tire(s), they will be unable to race the Feature.

**NOTE: Durometer testing shall be performed in accordance with PTC's Racing tire technical tips number #1. The reading from the technical committee's certified PTC 306RL durometer shall be considered final.*



2012 NLSA Fuel Testing Procedure

In 2012, the Northern Lightning Sprint Association will make use of a state-of-the-art Digatron DT-47FT Fuel Tester to assure competitors of an equal playing field. This highly accurate device performs two electrical tests for the preliminary screening of fuels. This is done by comparing the dielectric constant and direct current conductivity of a competitors' fuel to a known base. The NLSA will also perform a third test, known as a Specific Gravity test.

The race day procedure will be carried out as follows:

1. A drum of Red River Co-op Gas Bar's 91 Octane Premium pump gas will be delivered to the track on race day. Upon arrival, a sample of fuel will be drawn from the drum and put aside for post-race testing. We will refer to this as the "control sample".
2. You must purchase and use exclusively the fuel supplied by the NLSA. Failure to do so prior to the first green flag will result in immediate disqualification from the event and a fine of \$100 which must be paid prior to the next event.
3. Advise the NLSA official of the total number of liters of fuel you require for your race day. This amount will be dispensed directly into your race car tank/bladder or fuel jug. Fuel will be charged out at the day's pump price
4. At the conclusion of the Feature race, the top three cars (plus one random car) will report to Tech where a sample of fuel will be drawn from each race car. Each sample will be tested and the results recorded. We will then test the "control sample" (please see #1 above). All results be within 2.5 points (as measured on the Digatron tester) of the control sample. **IF YOUR SAMPLE IS NOT WITHIN X.X POINTS (to be determined at April 2012 practice day) OF THE CONTROL SAMPLE YOU HAVE FAILED POST-RACE FUEL TESTING. YOU MAY AT YOUR EXPENSE PAY FOR A SAMPLE OF FUEL TO BE TESTED BY A THIRD PARTY LABORATORY. UNLESS THE LAB DETERMINES THAT NO ADDITIVES HAVE BEEN FOUND YOU WILL BE SUBJECT TO THE NLSA "CHEATERS POLICY".** Should the lab sample come back clear, you will be refunded the lab test fee and cleared of any infractions.



2012 CHEATERS POLICY

The Northern Lightning Sprint Association is committed to providing its members with fair and affordable racing over the long term. As a result, we have established the following “Cheaters” Policy for the 2012 season and beyond:

1st Offense:

1. \$1000.00 fine (\$500.00 of proceeds will go to the Children’s Hospital Foundation of Manitoba, while the other \$500.00 will go to the NLSA Points Fund).
2. Loss of all points for the event during which the infraction took place.
3. Lifetime forfeiture of any and all illegal parts.

2nd Offense:

1. \$1500.00 fine (\$500.00 of proceeds will go to the Children’s Hospital Foundation of Manitoba, while the other \$1000.00 will go the NLSA Points Fund)
2. Loss of all points for the entire year to date.
3. Lifetime forfeiture of any and all illegal parts.

3rd Offense:

1. Lifetime ban from the Northern Lightning Sprint Association.