



## **2023 Rules, Regulations & Race Procedures**

Great Lakes Lighting Sprints  
is hereafter referred to as GLLS

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### **Disclaimer**

These rules are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events and shall be in force from the time the pit gate is open for pit bands, till payout is done at the GLLS trailer. By participating in these events, all participants are deemed to have complied with these rules. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

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## **Section 1- Safety Procedures and Equipment**

1. Any driver who exits their car and approaches another driver on a live racetrack may be subject to a fine of \$1,000 and/or be suspended for two calendar weeks from any GLLS sanctioned event. The offending driver will also forfeit their winnings for the night. This also includes family and crew members entering a live racetrack. Under caution, stay in your car. If you are in an unsafe situation, you may exit your car but stay with your car. Dark tracks and dark fire suits make you hard to see. Remember, actions done in anger can have dire consequences. A driver/team who willfully ignores/disobeys an GLLS official in a manner which delays the running of the night's program, or places others in danger, will also be subject to a fine of \$1,000 and/or be suspended for two calendar weeks from any GLLS sanctioned event.
2. Flame retardant driver suit, gloves, socks, underwear (unless 3 layer suit is utilized), and shoes are required. A head and neck support or restraint system is mandatory. Approved racing, full-face helmet is mandatory. Snell SA 2010 or Snell SA 2015 sticker mandatory.
3. All cars must be equipped with adequate seat belts, shoulder harness and crotch strap. GLLS strongly recommends a five point hookup with 3 inch belts. Full Containment Seat is highly recommended.
4. It is highly recommended, that the Steering Wheel is secured with a pull type, quick release hub or button style, quick disconnect. Use of removable pin style hubs in not recommended at all due to high risk of failure. It is the driver's responsibility to make sure the steering wheel is securely attached before entering the racing surface. Your safety is truly in your own hands.
5. An onboard fire suppression system is highly recommended on all cars with nozzles positioned as to coat the Engine, Driver, and Fuel Cell.
6. Approved front axle tether systems are highly recommended. The tether mounting must meet the SFI 55.1 specification which includes two (2) Vectran® HS V-12, or Dynemma 12 tethers attached to the chassis. Tether systems must include a "king pin to king pin" tether that will attach to the axle clamp/band. Tether cables should be installed using the manufacture's provided fasteners. Tether systems of any type must be pre-approved and installed in accordance with the manufacturer's instructions.
7. If utilized, a tether is required on both left, and right sides of the Front Axle. Tethers must be mounted from the Front Axle, just outside the Radius Rod hookups on both sides of the Front Axle, utilizing the aluminum mounting brackets provided by the manufacturer . Tethers must extend to the second upright of the frame and be attached below the front engine mounts. Tether must be attached with a slipknot around the upright. Crews cannot alter the intentions of the Axle Tethers.
8. A five-pound fire extinguisher is mandatory in each pit.
9. If a car needs to be fired in the Pits, the person in the car must be in full safety gear with seat belts properly attached.

## **Section 2 - General / Conduct**

1. All entrants must be fourteen (14) years of age on or before the date of competition. They must be accompanied by a legal guardian for the duration of the event.
  - a. Drivers under 18 years of age must have a notarized parental consent form signed by parents or legal guardians.
  - b. No earning will be issued until required W-9 tax forms are completed and returned to GLLS.
  - c. Drivers are considered an independent contractor and as such are responsible for all charges and taxes on any funds received from GLLS.
  - d. All cars are subject to inspection at any time.
  - e. GLLS reserves the right to refuse entry to any car or driver.
2. No alcoholic beverages or marijuana will be consumed by drivers or their pit crew at any time prior to or during events. Use, sale or distribution of illegal drugs at any time shall be cause for immediate suspension. Participation by team member in either activity will result in disqualification with all points and earnings being forfeited to the year end points fund.



3. If a driver or crew member working in the pits or driving a push vehicle is suspected of being under the influence of alcohol or marijuana by a GLLS official, they must be checked out by on hand medical personnel and cleared by them before they can resume operation of any power unit on or off the track that night.
4. The driver is the sole spokesperson for the race team and is responsible for their actions. Any drivers or crewmembers fighting will result in disqualification for that team and all points and money for that evening will be forfeited.
5. Striking an official will result in disqualification for the evening, loss of membership, forfeiture of all points and monies for that evening, and up to a one-year suspension.
6. Verbal abuse or inappropriate behavior will not be tolerated. No warning will be given. If violated, the team may be disqualified with all points and/or money forfeited for that night. Other penalties may be applied depending on the specific situation.
7. Any car not obeying an official will be black flagged and scored last for the event. This includes, but is not limited to, not getting in the proper position in a timely manner, stopping on the racing surface to dispute a decision, and excessive speed during yellow flag conditions.
8. During a caution you are told on the raceceiver who to line up behind. If you go to the wrong spot and the green flag flies, you will be docked the cars you went in front of plus 2.
9. Drivers who compete in at least 95% of a given season's schedule on the GLLS, finish in the Top 10, and is a member in good standing, is eligible for their earned position's full payout. Participation between 80% and 94.99% by a driver in good standing will be paid for the percentage of races run. For example, if a driver finishes 11th but only runs 82% of the season, their point fund will be 82% of that position's scheduled payout. Drivers must run between 80% and 100% of a season to be eligible for points fund and contingencies, or be considered for Rookie of the Year. To be eligible to contend for Rookie of the Year, a driver cannot have run more than 50% of a previous year's schedule.

### **Section 3 – Misconduct**

Each person signing into the pit area of a GLLS event is expected to conduct himself or herself in a sportsman or sportswoman-like manner on and off the track. Good conduct includes, but is not limited to the following:

1. No fighting and/or no behavior threatening violence on property of any race track. Anyone involved in violence will be permanently suspended from participating in GLLS events for the season.
2. No possession of illegal drugs, drug paraphernalia or weapons of any kind permitted on premises.
3. No use of alcoholic beverages permitted immediately before or during a racing program.
4. Respect for all track & GLLS officials and a willingness to accept their decisions and directions.
5. No public address interviews, display of signs, or designs on racecars that use obscenity or profanity, or are considered in bad taste by GLLS officials.
6. Sportsmanship and professional behavior required at all times throughout the year. Actions deemed detrimental to racing or GLLS are subject to misconduct penalties. This includes and is not limited to posts on social media, emails, and websites.
7. Any driver, owner, crew member or team representative that disparages GLLS or its employees in any publication (including message boards, social media, website, etc.) radio or television, may be suspended and/or fined.
8. While we recognize your right to express opinions, good or bad, on social media, owners, drivers and crew should, be advised that threats against officials, other drivers or crew will not be tolerated. Any action by a driver or crew which appears to be the execution of a threat will result in penalties via suspension and/or fines against the driver and/or car owner. The driver and/or car owner will be held responsible for the actions of members of their crew.
9. STRICT ADHERENCE to pit gate sign-in procedures.
10. Good faith adherence to all GLLS procedures and GLLS competition requirements. By participating in the race program, each participant agrees to faithfully follow all car and competition rules and to accept the decisions and directions of GLLS officials in regards to rule enforcement.

**\*\*PENALTIES FOR MISCONDUCT:**

- Suspension from competition for the remainder of the night.
- Points reduction and/or probation



- Disqualification - all points (appearance & competition) and money forfeited for the night and/or a two (2) - race suspension will be imposed.
- Indefinite Suspension. (All points forfeited for the year)

## **Section 4 - Race Format**

1. GLLS events will generally utilize group qualifying.
  - a. Qualifying/hotlap lineup is determined by pill draw at registration. Single Car qualifying may be utilized at some tracks, but generally we will have 3 car group qualify. On some occasions we will qualify in hotlaps (4-8 cars) and go 4-5 laps and your best time will be used as your qualifying time. Your pill draw will determine the qualifying order.
2. Each car and/or team will have a two-car grace period to be in line for their own qualifying opportunity. If the grace period is missed the late car will take its time trial at the end of overall qualifying and receive only one qualifying lap and the best a late car can qualify is the first car outside the invert, notwithstanding the actual qualifying time of record as posted.
  - a. If you don't get a time, you will be directed to the GLLS Trailer on the raceceiver.
    - i. If there is no transponder on the car, you can go back out last and the best you can start is the 1st car out of the invert.
    - ii. If there is a transponder, not working and owned by the driver, you can go back out last and the best you can start is the 1st car out of the invert.
    - iii. If there is a transponder, not working and given to you by GLLS, you can go back out and get your two qualifying laps.
    - iv. If the driver goes back to his own pit, he can go back out last and the best you can start is 1st out of the invert. (A broken raceceiver is not an excuse, all drivers are required to have a functional raceceiver before entering the track)
3. At races with 31 or fewer cars, all cars will be qualifying against the whole field. If there are 32 or more cars, your pill draw will place you into 1 of 2 groups and you will only be qualifying against that group. The heat will then be filled by qualifying times and then inverting the top 4 cars.
4. Any cars that fail to qualify shall be placed at the rear of a heat race.
5. Line Up
  - a. Number of redraw cars from each heat race will be determined at each event. Redraw cars will draw for feature starting positions.
  - b. The front 2 rows of each heat will be inverted (4)
  - c. Other feature qualifiers will line up by their respective finishing spots in their heats.
  - d. Number of cars that transfer will be determined at each event.
  - e. B-main qualifiers will line up in B-main finish order.
  - f. Alternates will be taken to fill vacancies that occur from first nonqualified

## **Section 5 - Race Procedures**

1. Yellow flag.
  - a. If you stop on the racetrack, you go to the tail.
  - b. During yellow, no working on the car is allowed on the track or the car will be disqualified.
  - c. Any car that stops twice on the track or is involved in two unassisted yellow or red flags will be black flagged.



- d. Any car that does a 360 spin and does not bring out a yellow flag will continue to race where it falls in line. If the yellow does come out, the car will be charged with a yellow and re-start at the tail of the field.
- e. The track flag person will determine if a yellow flag is needed and will have final say to what any yellow flag was displayed for.

**2. Red flag.**

- a. STOP
- b. Do not pass the crash site.
- c. Cars that have ample time to stop, but still pass crash site and keep safety crews from reaching accident site in a timely manner will be disqualified for that race.
- d. GLLS utilized only "closed" red flags. On a closed red, crews will not be allowed on racing surface to work on cars.
- e. Violation of red flag procedures will result in a black flag.
- f. No red flag will be displayed for a fuel stop.

**3. Open Red.**

- a. Under special circumstances an "Open Red" will be utilized
- b. The Race Director will determine when the track is open.
- c. Any repairs and/or adjustments, including fuel, changing a tire or wheel, can be made to the race car.
- d. Tires and/or Wheels must be changed in the work area.
- e. When the Race Director determines that the racing may resume; a single air horn designating crews have 1 minute to clear the track will be sounded.
- f. A double air horn will designate the end of the open red. Crews still on track after a double air horn may be penalized 2 running positions. Last row cars violating this procedure will be penalized 2 positions from their finishing position.

**4. Work Area.**

- a. Prior to the half-way point in the A-Feature, once the lineup on the track is set and ready to restart, 120-seconds will be given in the work area to return to the racing surface.
- b. If the car(s) causing the caution have not yet made it to the work area by the time the lineup is set, the 2 minutes will begin upon their arrival.
- c. Once the A-Feature is past the half-way point, no time will be given in the work area.
- d. In either instance, once the caution lights go out, anyone in the work area must remain there.
- e. If a lap cannot be completed on the ensuing restart, the competitor(s) may return to the racing surface.
- f. Any car that goes one or more laps down while in the work area will be done for that event.
- g. If your car is fixed and you are pushed out, you will go to the tail of the cars on the track.

**5. Disqualification.**

- a. All points and monies for that evening will be forfeited

**6. Black Flag.**

- a. If black flag is waved you are disqualified from that race and must return to pits.
- b. Failure to leave track will result in disqualification from all races for the remainder of the evening, and all points and monies for that evening will be forfeited.
- c. Any car not running at reasonable racing speed may be subject to black flag for safety reasons.
- d. Any lapped car not able to keep a consistent racing line may be subject to black flag for safety reasons.

**7. Flat tire.**

- a. You may ONLY change a tire in designated work area no fueling allowed
- b. Designated work area will be announced at the drivers meeting.
- c. When the one lap signal is displayed, cars will not be allowed to return to track.
- d. Any car changing or removing a tire for any reason will start at the tail

**8. Pace Vehicle**



- a. Any driver who intentionally passes the pace vehicle on the track during race activity will be sent to the rear of the scored lap group. Any driver that passes the leaders once they are staged will be sent to the rear of the scored lap group.
9. Running below the tires or off the intended racing surface to pass another car will result in a penalty of two positions per car passed.
10. Alternate car.
  - a. If an alternate is taken, the original qualified car will receive the alternate's pay.
  - b. No alternate will be taken after the original green flag is displayed.

### **11. Back Up Cars / Driver Changes**

- a. Any substitute driver must be a driver that has not already competed in the respective event. Once a driver has qualified his/her car that shall constitute competing in respective event.
- b. A backup car may be introduced at any time between qualifying and the start of the A-Main due to the original car not operating properly and/or from extensive damage. Such determination will be at the sole discretion of the GLLS Officials.
- c. Any such change will result in the driver starting at the rear of the next race in which the car has qualified for.
- d. If a driver changes cars after practice, that driver will remain in his drawn position for time trial qualifying and will be positioned in subsequent races accordingly. If a backup car is introduced, the car must pass pre-race technical inspection prior to any competition. A backup car may be obtained from any source and does not have to be part of a team's original equipment. Once a car has been withdrawn by a team from an event, that car will not be allowed to be resubmitted to competition during that event.
- e. Officials reserve the right to waive certain aspects of the backup car rules when an event consists of 2 or more A-Main events.

## **Section 6 - Starts / Restarts**

### **1. Initial Starts**

- a. Starts will take place at a moderate speed.
- b. Moderate speed will be at the discretion of GLLS Officials.
- c. Starts will take place at the white line.



- d. The field may accelerate when the green flag is displayed, but the pole car sets the pace and the front row starts the race together at the white line, once the front row goes it's green everywhere.
- e. Any passing before the green flag is displayed will not be permitted.
- f. If in the event that the race is not properly started by the two (2) front row cars, the responsible car(s) will be moved to the second row.
- g. Failure to acknowledge and comply with the "move back" signal will result in an instant disqualification from the racing event.
- h. NO WARNING will be given for false starts.
- i. If the same car commits a second offense it shall be disqualified from that race

## **2. Restarts**

- a. Restarts will be single file nose to tail between the cone in turn 3 & 4 and the white line at the exit of turn 4 (start box).
- b. Leader of race has option to increase speed anywhere in the start box in turn 4 and must continue to accelerate past the cone. Once the leader goes it's green everywhere.
- c. There **WILL NOT** be a cone on the front stretch for the lightning sprints.
- d. Failure to acknowledge and comply with the "move back" signal will result in an instant disqualification from the racing event.
- e. If the same car commits a second offense it shall be disqualified from that race

## **Section 7 - General Racing Equipment, Driver Radios & Scoring Transponders**

1. All competitors in series are required to have, in working condition, an approved one-way radio system to aid in line ups and/or the use of race control to manage the racing event.
2. All cars must have and/or provide the adequate hardware for the attachment of the Scoring Transponder.
  - a. All cars are required to be equipped with a scoring transponder securely mounted on the specified location. It is the competitor's responsibility to ensure proper installation and working condition of the scoring transponder.
  - b. If a car is found to have a non-functioning scoring transponder, they will be directed to the pits to have one installed. A penalty may be assessed at the discretion of series officials.
  - c. Transponders will be available for rent on a nightly basis.

## **Section 8 - Scoring Procedures**

1. All races are scored at the designated start/finish line.
2. The Official lineup is when the caution lights go out on the final parade lap. In the event a car drops out of the line-up for mechanical reasons, the balance of the field shall move straight



forward. The exception being if 2 cars drop out from the same column, then following cars will be crisscrossed.

3. A lap will not be scored on the original start and/or any restart unless all cars complete the lap by passing through the start/finish line except for the cars involved in the incident.
4. After the first completed green flag lap, following the original start or a restart, when the caution is displayed all cars that were scored under green flag conditions will hold that scored position with all other cars lining up according to their last completed green flag scored lap. This partial lap will count toward the event's total number of laps. Racing back to the start/finish line will not be permitted.
5. Lining up for restarts. Form a single file nose to tail line. GLLS Officials will correct the lineup. First lap restarts; inside or outside row will move straight up to fill a void for a missing car.
6. Any cars that stop in the pit/designated work area, during a caution period will be required to restart from the rear of the field
7. Any cars that are involved in a red flag situation will be required to restart at the rear of the field, including cars that go to the pits during a red flag situation.
8. All lapped cars will go to tail of the field when a caution comes out during a feature. They will be lined up in their scored position behind all lead lap cars. This is for features only.
9. If a car on the lead lap spins during a feature event and brings out a yellow, they will be placed at the tail of the lead lap cars, in front of the lapped cars.
10. If a caution (other than one for a bad start) comes out on the original start or before one (1) lap is completed, the car or cars that brought out the caution will lineup at the rear of the field and the race will have a complete restart for the remainder of the field with cars lined up by position at the discretion of the race director.
11. All feature races that have a caution on last lap will be restarted with a green, then white, then checkered flag finish. There will be NO green and white flags waved together in a feature event, a yellow on last lap means two laps to go when race goes back to green.
12. If a yellow and/or red flag is displayed with the checkered flag simultaneously that race is completed. The cars not crossing the finish line will be scored according to their position in their last completed green flag lap. Cars involved in caution will be put at the rear of the last completed lap in the sequential order.