



2024

Great Lakes Lightning Sprints

Rule Book

Date Modified: May 6, 2024

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1. Preface

A Great Lakes Lightning Sprints event is a competitive Sprint Car racing event which is intended to be conducted and officiated in accordance with the rules herein (the 2024 Great Lakes Lightning Sprints Rule Book). These rules and regulations provide the guideline for all events. The rulebook may be amended, altered, modified or supplemented from time-to-time and Bulletins or special rules may be published and/or adjusted at any particular event with the participants receiving prior notification. By participating in these events, all participants are deemed to have agreed to comply with these rules and regulations and any amendment or modifications thereof.

The rules are not intended to express or imply the warranty of safety as a result of publication of, or compliance with the rules and regulations as stated herein. The rules are intended to offer a guideline for the orderly conduct and officiating of an event. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF/OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. 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, official, or other individual.

The GLLS Series Director shall be empowered to permit any appropriate amendment from any of the specifications and/or procedures herein, or impose any further restriction that, in their opinion, does not alter minimum acceptable requirements. Revisions to the rules are not intended to express or imply the warranty of safety as a result from any such deviation or restriction of the specifications, rules and/or procedures. Any interpretation of, deviation from, these rules herein, is left to the discretion of the Director and GLLS Officials and their jurisdiction and discretion is final.

Any visible equipment changes and/or performance enhancing changes to previously approved Sprint Cars and/or equipment must be approved in writing prior to introduction into competition by the GLLS Series Director. GLLS Officials reserve the right to immediately determine the legality and use of any equipment that has not received prior written approval for introduction into competition.

It is ultimately the obligation of each participant to ensure their conduct and equipment comply with all of the applicable rules, as they may be amended from time-to-time. The rules are in no way a guarantee against injury and/or death to participants, spectators, officials and/or others.

2. Definition of Terms

- 2.1. **"A-Main"** – the feature race of an Event.
- 2.2. **"Bulletin"** – an amendment to the Rule Book issued and published by the Series through the electronic version of the Rule Book or as otherwise issued or distributed by the Series, and may include circulars, regulations, bulletins, directives and/or rulings.
- 2.3. **"Competitor"** – A driver, car owner, crew member and/or any other person (other than a GLLS Official) who participates competitively in a Great Lakes Lightning Sprints sanctioned racing Event. Whenever the words Competitor, driver, car owner, mechanic, team member and/or crew member are used, unless the context indicates otherwise, the term used shall be interpreted to include any driver, car owner, crew member and/or other person assigned to or a member of the same racing team.
- 2.4. **"Drivers Meeting"** – GLLS Officials will conduct a Competitors meeting at each race Event
- 2.5. **"Event"** – A Great Lakes Lightning Sprints sanctioned event. The event includes the main races and all ancillary activity leading up to and following the conclusion of the event, including registration/pill draw, Drivers Meeting, inspection (pre- and post-race), hot laps, time trials, heat races, features, and it includes events affected by inclement weather and/or postponed dates related thereto.
- 2.6. **"GLLS Officials"** – Persons employed or contracted by the Great Lakes Lightning Sprints to officiate at an event, sometimes referred as "Officials."
- 2.7. **"Great Lakes Lightning Sprints"** – The trade name for the Series.
- 2.8. **"GLLS Supervisory Official(s)"** – The employee of Great Lakes Lightning Sprints as designated herein. The Great Lakes Lightning Sprints may designate additional 'GLLS Supervisory Officials' in a bulletin and/or verbally from time-to-time. The GLLS Supervisory Officials until further notice is as follows:
 1. Barry Marlow, Series Director (989-737-6150)
 2. Kevin Shilling, Race Director (231-475-9116).
- 2.9. **"OEM"** – Original Equipment Manufacturer.
- 2.10. **"Promoter"** – The individual, partnership, corporation, joint venture and/or other legal entity that, in connection with the Event, is designated as the "Promoter" in the executed Sanction Agreement for the Event.
- 2.11. **"Race Director"** – person responsible for:
 1. Ensuring proper observance of the Rule Book.
 2. The control of practices, qualifying and races.
 3. The stopping of practice or the race in accordance with the Rule Book if he/she deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
 4. All versions of the starting procedures.
 5. Undertaking the other designated Race Director activities set forth in the Rule Book.

- 2.12. **"Release and Indemnity Agreement"** – a valid waiver, indemnification and release of liability agreement in form and substance satisfactory to the Series.
- 2.13. **"Rule Book"** – The rules in this 2024 Great Lakes Lightning Sprints Rule Book, as they may be amended or modified from time-to-time.
- 2.14. **"Sanction Agreement"** – The agreement between Great Lakes Lightning Sprints and a Promoter to promote, host and operate an Event.
- 2.15. **"Series"** – the Great Lakes Lightning Sprints operated by Great Lakes Super Sprints, LLC
- 2.16. **"Series Director"** – person responsible for:
 - 1. Ensuring proper observance of the Rule Book.
 - 2. The control of practices, qualifying and races.
 - 3. The stopping of practice or the race in accordance with the Rule Book if he/she deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
 - 4. All versions of the starting procedures.
 - 5. Directing the use of medical cars/fast intervention vehicles
 - 6. Immediate approval and signature with time of provisional results (hotlap / qualifying, warm-ups, starting grids and races) and presentation of reports to appropriate committees
 - 7. Undertaking the other designated Series Director activities set forth in the Rule Book.
- 2.17. **"Split Scoring"** – In the instance that there is a caution after the leader and at least one other car has crossed the scoring line, split scoring will be used: those cars that crossed the scoring line before the caution will be scored in the manner in which they crossed the scoring line. Those cars that had not yet crossed the scoring line at the time of the caution will be scored in their position in which they crossed the scoring line on the previous lap. On all laps, except the final lap, at least 2 cars must cross the scoring line to qualify for split scoring. On the final lap, only the leader must cross the scoring line for split scoring to be utilized.
- 2.18. **"Sprint Car"** – A specified racing vehicle that fits the specifications set forth in this Rule Book.
- 2.19. **"Start Finish Line"** – Point on the race track where the official timing and scoring loop is installed

3. Great Lakes Lightning Sprints Rules

- 3.1. **Effective Date** – The rules within this Rule Book are effective upon the date of publication by the Great Lakes Lightning Sprints for any Event, regardless of when a Competitor receives the actual notice. "Date of Publication" of the rules or any amendments thereto is the earliest of distribution from the Great Lakes Lightning Sprints and/or release to the press.
- 3.2. **Amendment** – The Great Lakes Lightning Sprints rules may only be amended by publication of an amendment in an issued release/Bulletin or during a Drivers Meeting pursuant to the authority of GLLS Officials. An amendment is effective upon the date of the publication (earliest of electronic posting, mailing, emailing or other timely distribution, or verbal announcement or distribution by the Series), regardless of when a Competitor receives the actual notice.

- 3.3. **Interpretation and Application** – If there is a disagreement or dispute regarding the meaning or application of the rules, the interpretation and application of the GLLS Officials at the Event will prevail.
- 3.4. **Finality of Interpretation and Application** – The interpretation and application of the GLLS Officials at the Event shall be final and non-appealable. **ALL COMPETITORS AND OFFICIALS, EXPRESSLY AGREE THAT DETERMINATIONS BY GLLS OFFICIALS AS TO THE APPLICATION AND INTERPRETATION OF THE RULES ARE NON LITIGABLE, AND THEY COVENANT THAT THEY WILL NOT INITIATE OR MAINTAIN LITIGATION OF ANY KIND AGAINST GREAT LAKES SUPER SPRINTS, LLC D/B/A AS GREAT LAKES LIGHTNING SPRINTS OR ANYONE ACTING ON BEHALF OF THE GREAT LAKES LIGHTNING SPRINTS, TO REVERSE OR MODIFY SUCH DETERMINATIONS OR TO RECOVER DAMAGES OR TO SEEK ANY OTHER KIND OF RELIEF AS A RESULT OF SUCH DETERMINATIONS, UNLESS THE OFFICIALS MADE SUCH DETERMINATIONS FOR NO PURPOSE OTHER THAN A BAD FAITH INTENT TO HARM OR CAUSE ECONOMIC LOSS TO THE COMPETITOR OR OFFICIAL. IF THE COMPETITOR OR OFFICIAL INITIATES OR MAINTAINS LITIGATION IN VIOLATION OF THE COVENANT, THAT COMPETITOR OR OFFICIAL AGREES TO REIMBURSE THE GREAT LAKES LIGHTNING SPRINTS FOR THE COSTS OF SUCH LITIGATION, INCLUDING ATTORNEY’S FEES. EACH COMPETITOR OR OFFICIAL FURTHER COVENANTS THAT IN ANY LITIGATION BROUGHT AGAINST THE GREAT LAKES LIGHTNING SPRINTS FOR ANY REASON, IF THE LITIGATION IS NOT DISMISSED PURSUANT TO THIS COVENANT THE MATTER WILL BE TRIED BEFORE A JUDGE OF COMPETENT JURISDICTION AND HEREBY WAIVES ANY RIGHT TO TRIAL BY JURY IN SUCH ACTION.**
- 3.5. **Principal Rule of Interpretation and Application** – The rules are intended to ensure that sanctioned Events are conducted in an orderly manner that is as fair as possible for all Competitors, consistent with prompt finality in competition results. On occasion, circumstances will be presented that are either unforeseen and/or otherwise extraordinary, in which strict application of the Great Lakes Lightning Sprints rules may not achieve this goal. In such rare circumstances, the GLLS Officials, as a practical matter, may make a determination regarding the conduct of an Event, the eligibility of a Competitor or similar matters that are not contemplated by or are inconsistent with the Great Lakes Lightning Sprints rules, in order to achieve this goal. From time-to-time in particular rules, Official Entry Blanks (if applicable), Bulletins and elsewhere, Great Lakes Lightning Sprints may use the term “**EIRI**” meaning “Except in Rare Instances” to indicate the likelihood that such a determination may be made.
- 3.6. **Special Rules** – Special rules may be made by the GLLS Officials for an Event. Such special rules shall apply to the conduct of the Event if they are published or announced prior to or during the Event by means of bulletin, email, headset, newsletter, telephone, and/or pre-race Drivers Meeting.

4. Membership

4.1. Full Time Competitors

- 4.1.1. There is a \$15 per car entry fee required for each full time member that will be deducted from each car at payoff.
- 4.1.2. **Membership Cards** – Great Lakes Lightning Sprints will issue membership cards to Full Time Competitors. Any misuse or those caught impersonating other team owners will have their membership revoked immediately and will forfeit all membership benefits including the points fund. If membership cards are issued and such are lost, the replacement fee for such card is \$100.

4.2. Other Competitors

- 4.2.1. Great Lakes Lightning Sprints will issue competitor cards to Non Full Time Competitors. There is a \$35 per car entry fee required for each non member that will be deducted from each car at payoff.

4.3. All Competitors

- 4.3.1. The only requirements are to fill out appropriate paperwork (Driver Entrant Form, Entrant Agreement, W-9, liability release, indemnity and waiver, insurance and other documents) as required by GLLS Officials.

4.4. General Conduct

1. All Competitors agree to act in a professional manner as determined by GLLS Officials. The professional manner includes, but is not limited to verbal representation, written representation, electronic representation, social media and/or any representation that may represent or reflect on the Great Lakes Lightning Sprints, the sport of Sprint Car racing and/or motorsports in general and/or any affiliates.
2. All Competitors will not be permitted to compete and/or participate while under the influence of any alcoholic beverages and/or illegal substances.
3. During an Event, any Competitor may be requested to report to the Great Lakes Lightning Sprints Trailer or other agreeable location for consultation with GLLS Officials. The request may be communicated over the one-way radio and/or verbally. Failure to comply with the request will be subject to fine and/or suspension and/or any other action deemed appropriate by GLLS Officials.
4. As a disciplinary action, a driver and/or race team may be parked during and/or after any Great Lakes Lightning Sprints Event. Parking is a directive from a GLLS Supervisory Official to cease competition and may include a directive for the Competitor(s) to not participate in an Event for a set number of laps and/or complete Event(s) and/or future Events and/or leave the premises in order to promote the orderly conduct of any Great Lakes Lightning Sprints Event. This directive will only be given in extraordinary circumstances by the GLLS Supervisory Official. Parking will not be construed and/or deemed to be a disqualification and/or suspension and/or other "penalty" as referenced in Section 10 and is not appealable.

4.5. Series Championship

- 4.5.1. **Championship** – Great Lakes Lightning Sprints will award Sprint Car drivers ("Drivers") points based upon their finish in each Series race Event as set forth in Section 9 of this rulebook. At the end of the Series scheduled season, the Great Lakes Lightning Sprints shall announce one Drivers Champion. Posted championship prize money will be awarded solely to the car owners based on the final end of season Drivers Champion standings, this is based upon their cumulative points total for the Series. Tie breakers for Drivers points will be dictated in the following order: number of wins, number of 2nd place finishes, number of 3rd place finishes and so on until the tie(s) is broken.
- 4.5.2. **Rookie of the Year Award** - Rookie candidates are a member driver who has competed in no more than a total of six previous Great Lakes Lightning Sprints Events and has not completed previously in a full-size winged sprint car. The rookie driver who finishes highest in total points will determine Rookie of the Year. There may be seasons that no Rookie of the year is awarded.

5. Personal Safety Equipment

5.1. Safety

- 5.1.1. Approved aluminum and composite seats may be used, no fiberglass. Seats must be mounted with minimum of 4 bolts 5/16 diameter. Seats must be installed and used in accordance with manufacturer's instructions.
- 5.1.2. It is mandatory that all cars have a headrest of high impact, shock-absorbing material meeting SFI Specification 45.2 behind the driver's head with a minimum thickness of one (1) inch.
- 5.1.3. Five (5) point seat belts with shoulder harness and sub strap are required. Seat belts must meet SFI 16.5 or SFI 16.1, be within two (2) years from date of manufacturer (Must have label). Seat belts must be installed and used in accordance with manufacturer's instructions.
- 5.1.4. Helmets - All participating drivers must wear safety helmets designed specifically for auto racing that meet or exceeds the SA 2005 or SA 2010 Snell Foundation or SFI Foundation 31.1 Specifications and are labeled as such. Helmets will be subject to inspection at each event by the Technical and/or medical representative.
- 5.1.5. Uniforms – All drivers will be required to wear a fire resistant driving uniform to meet minimum of the SFI 3.2A/5 SFI specification and display a valid SFI 3.2A/5 label. All drivers should wear fire resistant accessories including but not limited to; head sock, under garments, and socks. All drivers will be required to wear fire resistant shoes and gloves. Shoes and gloves will be required to meet minimum of the SFI 3.3 specifications and display a valid SFI 3.3 label.
- 5.1.6. Arm Restraints - Arm restraints are mandatory and must be worn at all times during competition.
- 5.1.7. Roll cage nets will not be required if approved full containment seats are utilized. Roll Cage Padding conforming to SFI specification 45.1 Mandatory if not utilizing full containment seat in all areas surrounding head.
- 5.1.8. A SFI approved head and neck restraint system is highly recommended.
- 5.1.9. One way radio/raceceiver mandatory. Two way radio communications will not be allowed.
- 5.1.10. A SFI approved head and neck restraint system is highly recommended.
- 5.1.11. Drag link straps are highly recommended.
- 5.1.12. All cars must have nerf bars, rear bumper, and hood in order to start or continue in a competition. Competitors must start the event with these items but, may continue without nerf bars during the event if damaged.

5.1.13. Driver Compartment / Cockpit

1. Top of roll cage must be a minimum of three (3) inches above the top of the driver's helmet. Measured vertically at center of helmet.
2. Chain guards are mandatory and must completely shield the driver from the chain.
3. A firewall between engine and driver is required and must completely separate the engine from the driver's compartment. Driver's feet are required to be behind the firewall and motor.

4. Radiator and all coolers must be located in a shielded area outside the driver's compartment and cannot extend above or be located behind the driver's head.
5. No car will be allowed to compete that requires dismantling portions thereof to enter or leave the cockpit with exception of the steering wheel.
6. A kill switch is required and must be within the driver's reach with arm restraints on. The switch must be clearly marked and must disconnect electric fuel pump (if they exist) and ignition.
7. The driver shall be seated directly behind the engine.
8. Rear view mirrors are not permitted.
9. Removable steering wheels incorporating a quick release mechanism conforming to SFI Specification 42.1 are mandatory. Pin type mechanisms are not allowed.

6. Racing Event Procedures

6.1. Inspections

- 6.1.1. All Sprint Cars entered and present at any Great Lakes Lightning Sprints Event that are intending to compete in the racing Event must be able to pass a pre-race inspection prior to any on-track activity and must have or obtain an inspection decal and affixed to the chassis. Pre-race inspection may take place in a specified area and/or in the regards of space directly at the team's transporter. Refusal to present the Sprint Car vehicle or preventing Officials from completing pre-race inspection will result in disqualification from that Event in addition to potential penalties, suspension and/or fines.
- 6.1.2. All Sprint Cars are subject to a complete inspection at any time during the Event.
- 6.1.3. Fuel will be inspected during periodic intervals utilizing a hydrometer and by chemical analysis through a fuel chemist. If a fuel sample is chemically analyzed, all winnings of that particular Sprint Car from that particular racing Event will be held until the analysis has been completed and a determination has been made by the GLLS Officials.
- 6.1.4. GLLS Officials may at their discretion, impound a part/component, engine and/or any other components and/or the complete Sprint Car for competitive analysis and/or research data.

6.2. Pill Draw

- 6.2.1. All drivers and teams must draw for a position in hotlap / qualifying at the designated location in order to be officially entered for the Event. The drivers and/or teams are responsible for their own pill draw.
- 6.2.2. All pills must be drawn prior to the posted Drivers Meeting time. Team Owners will have the ability to have someone draw for a time trial position on their behalf if the team is late arriving
- 6.2.3. If a Sprint Car and Driver show up after the start of the Drivers Meeting, but before qualifying has ended, they will be placed at the end of the next heat race with the least amount of cars.

- 6.2.4. If any Sprint Car(s) scratches after the pill draw and before the start of the Drivers Meeting, they will be removed from the entry list.
- 6.2.5. The entry list becomes official at the start of the Drivers Meeting.

6.3. Drivers Meeting

- 6.3.1. The number of race cars starting each Event and the number of laps for each event will be announced at the Drivers Meeting.
- 6.3.2. Any changes in the basic Event night program due to car count, track conditions and/or any other circumstances will be announced at the Drivers Meeting.
- 6.3.3. There may be special event shows during the year that do not follow the standard Great Lakes Lightning Sprints racing formats. When such events occur, all teams will be informed of specific program and/or procedural changes for that particular event. All racing programs are subject to change and any such changes will be explained at the Drivers Meeting.

6.4. Hotlap / Qualifying

- 6.4.1. Hotlap Qualifying will consist of three laps with the first lap being a warm up, and two consecutive timed laps unless otherwise noted and when possible multiple cars at a time. Changes to the hotlap / qualifying procedure will be at the discretion of the GLLS Officials.
- 6.4.2. Free laps during hotlaps/qualifying will not be given. During hotlaps/qualifying all cars must begin accelerating at the same point on the surface, meaning if a car's attempt is yellow flagged or slowed for any reason or halted due to a red flag condition, once cleared to resume the attempt, the throttle must be picked up in the same location as all other cars.
- 6.4.3. Qualifying will take place in the order of the pill draw. Each car and/or team will have a two-car/group 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 qualifying and receive only one qualifying lap. The best a late car can qualify is 5th in their respective heat race no matter what the qualifying time of record is posted. Once a car starts qualifying, even if it doesn't start, it is considered an attempt to qualify. If the car leaves the track and goes to the pit area or returns to the qualifying staging lane, it will be considered late and will only receive one qualifying lap at the end of their qualifying group and the best it can qualify is 5th in the first heat race no matter what the qualifying time of record is posted.

6.5. Racing

- **Starts**

1. Any driver, team, and/or car, who purposely attempts to hold up the start of any race will be placed at the rear of the lineup and could be disqualified from the event, suspended and/or fined at the discretion of the GLLS Officials.
2. Once the allotted time (announced at the Drivers Meeting) allowed for being on the track or in the staging lane ready to race has expired, any late arriving car will be penalized two (2) starting positions. Any car that enters racing surface after the field has started assembling must start at the rear of the field. This rule may be adjusted from time-to-time, "EIRI", at the discretion of the GLLS Race Director.
3. All starts and restarts will take place at a consistent speed. Consistent speed will be at the

discretion of GLLS Officials. Starts and restarts will take place within a designated area that will be identified at the Drivers Meeting. The pole setter is to set the pace for the field. The two (2) front row cars must choose their racing line entering turn three (3) and must maintain that line until the start or restart occurs. Failure to do so will result in a two (2) position penalty. The two (2) front row cars will begin the race by firing together at the cone in the area of turns 3 & 4. Any car out of line and/or passing before the front row has fired will bring out a caution and will be penalized two (2) positions on the ensuing restart. However, if the offending car(s) was located in the second half of the starting grid, the race may be allowed to continue and the offending car(s) will be penalized two (2) positions from their finishing position. If the same car(s) commits a second offense it shall be disqualified from that racing event.

4. In the event that the race is not properly started by the two (2) front row cars, the responsible car or cars will be moved to the second row. Failure to acknowledge and comply with the "move back" signal will result in instant disqualification from the racing event.
5. After 3 unsuccessful attempts at an original double file start, GLLS Officials have the option to start the race in a single file formation.

- **Restarts**

1. All restarts will be single-file order. The leader must start the race at the cone in turn 4. The grid must remain single-file until they pass the cone in turn 4. The race leader sets the pace and is the control car. Once the leader starts the race it is started for the entire field.
2. All restarts will take place with the lead lap cars moved to the front of the field. Lapped cars will pull to the inside and fall in behind the last car on the lead lap in their order of running.
3. If a car passes another car before reaching the cone, is not in a proper nose-to-tail alignment and/or is guilty of an excessive gap between cars, then that car will be penalized. When this infraction occurs, GLLS Officials may exercise their discretion and 1) call for an immediate restart and penalize the offending car(s) two positions prior to the subsequent restart or 2) not call for another restart and allow the race to continue and then penalize the offending car(s) two positions under the next yellow, red or checkered flag. If there are multiple violations by the same car(s), the respective car(s) may be disqualified from that respective race.
4. If the leader is unable to properly restart the race after one (1) attempt, the leader may be warned or penalized two (2) positions.

- **B-Main**

1. The B-Main will be cancelled if one or multiple cars scratch and the number of B-Main starters will all transfer to the A-Main. Such cars will tag the back of the A-Main by their B-Main lineup order.
2. If a team tells a GLLS official they are not running the B-Main for whatever reason and the B-Main ends up being cancelled, they will not be allowed to run the A-Main.

- **A-Main**

1. Unless instructed to do otherwise, the winner from the A-Main must proceed to the

winners circle. scales to be weighed (When scales are used) and participate in all victory lane activities, including, but not limited to, photos, media interviews, victory lane photos, etc. Failure to report to the scales or tech area will result in a disqualification. Failure to report to victory lane could result in a fine and/or probation. Any extenuating circumstances will be considered.

6.6. General Racing Procedures

- 6.6.1. Competitors may stop on the track during any yellow flag situation to alert an official of an unsafe condition including but not limited to driver radio not working, debris on track, driver's safety equipment malfunction, etc. and be placed back into their current running position.
- 6.6.2. Any car that does not race on the designated racing surface in order to better its position may be black flagged and penalized at the discretion of the GLLS Officials.
- 6.6.3. The maximum number of Event laps will be stated by the GLLS Race Director during the Drivers Meeting, but may change due to extenuating circumstances.
- 6.6.4. Cars will not be permitted to join the field, after the lights out signal has been given or during any green flag conditions. An offending car will be automatically disqualified.
- 6.6.5. Cars(s) that perform a 360-degree spin and don't bring out a yellow flag will continue to race in their scored position.
- 6.6.6. Cars(s) that perform a 360-degree spin and bring out a yellow flag will be charged with a yellow and re-start at the tail of the field in front of lapped cars.
- 6.6.7. If the flagman throws any flag without direction from the GLLS Officials and the Official deems the flag to be thrown in error, the caution flag may be thrown and GLLS Officials will communicate to drivers via one way radio communication. All running cars will retain their position from the last lap in which they were scored prior to the erroneous flag being thrown and the race will be continue from the last lap scored.
- 6.6.8. At the discretion of the GLLS Official, any car that is involved in two (2) single car spins that are unaided may be disqualified from the event.
- 6.6.9. At the discretion of the GLLS Official any car that intentionally brings out a caution period will be disqualified from the event.
- 6.6.10. Any car that cannot maintain a minimum race speed may be asked to leave the racing surface at the discretion of the GLLS Officials.
- 6.6.11. All races will be complete once the leader crosses the finish line at the assigned number of laps. Any race with a yellow or red flag displayed during the white flag lap will result in the race ending in a Green-White-Checkered finish unless deemed by GLLS Officials to be waived for extenuating circumstances.
- 6.6.12. Any cars that stop, on the racing surface during a caution period will be required to restart behind the cars on the same lap that stay on the track.
- 6.6.13. Any car that spins-out as the field is stopping for a red flag situation will retain their running position as long as such car does not go to the pits.
- 6.6.14. A spin or stoppage that requires a car to be restarted during a yellow flag slowdown period is

considered as being involved and will result in that car or cars restarting behind the cars on the same lap that stay on the track.

- 6.6.15. Any car that stops because of a blocked track, at the discretion of a GLLS Official, will not be considered involved in the red or yellow flag incident.
- 6.6.16. Any car that is stopped for consultation during a caution period will retain its position only if the GLLS Officials deem the car 'clear' and permit it to return directly to competition without adjustment.
- 6.6.17. If it is determined in any race, after the original start, that any Competitor deliberately initiates a caution period, by any means, that Competitor will not be permitted to restart that race. The determination of what constitutes deliberately instituting a caution period will be at the judgment of the GLLS Officials.
- 6.6.18. For any cautions before the first lap is completed the line-up would be adjusted as follows: any cars not involved in the caution will move straight forward. The exception being if 2 cars drop out from the same column, then the remaining cars will be crisscrossed.
- 6.6.19. In fairness to all teams, GLLS will not utilize a Work Area and all yellow and red flags will be considered CLOSED. If a car leaves the racing surface during a yellow or red, they will not be permitted to return to the track unless instructed to do so by officials.
- 6.6.20. Late arriving driver and car combinations will be allowed to race under the following guidelines:
 - A. If car and driver arrive after hotlaps / qualifying are completed, they will be placed at the tail of the heat race that is next to have a car added to it.
 - B. If car and driver arrive after the first heat race has started, they can be placed at the tail of either the next event they are ready for. Cars will need to start those races in order to get paid.
 - C. If car or driver arrive after the first heat race has started and there is no B-Main, car and driver would need to start the A-Main in order to get paid. If car and driver do not start the A-Main, they will not be paid.
- 6.6.21. If any car which has been confirmed "scratched" to a GLLS Official by a designated team representative, wishes to re-enter, the car must start on the tail of any event it is qualified for. If any cars scratch or elect to go to tail prior to a race line-up being posted on the line-up board, remaining cars will be crisscrossed forward in the line-up.
- 6.6.22. Competitors will not be permitted to tamper with track racing surface. Any participants who tamper with the track racing surface are subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by GLLS Officials.
- 6.6.23. The addition of bolt-on weight during any yellow and/or red flag condition will not be permitted.
- 6.6.24. All cars are subject to being weighed at any time during any event
- 6.6.25. If a car is found to be light after any race, it will be scored last for the event but retains its times of record from time trials. Any car that is found to be light after the A-Main will be scored last, awarded last place points, and receive last place money.
- 6.6.26. Each car will have (3) three attempts to meet the minimum required weight.

- 6.6.27. When instructed to do so by the GLLS Officials, cars must proceed immediately to the scale area. Competitors will not be permitted in the area and/or to approach the car prior to reaching the designated area until it is weighed and released by a GLLS Official.
- 6.6.28. Except for extenuating circumstances drivers must remain seated in their typical racing position in the vehicle during the weighing process unless released by GLLS Officials. If a driver leaves the car without prior consent it could result in a disqualification from the event in which the car is competing in.

6.7. Flag Rules / Official's Signals

Green Flag:

1. When the starter displays the green flag, the track is open for racing.
2. The green flag signifies the start or restart of any race and/or time trial run.

Yellow Flag:

1. When the yellow flag is displayed and/or the yellow caution lights are illuminated, this signifies a caution period.
2. When the yellow flag is displayed and/or caution lights illuminated no passing is permitted unless instructed to do so by GLLS Officials.

Red Flag:

1. When the red flag is displayed all cars on the racing surface and in the pit areas must come to a complete stop in a controlled manner, while not stopping and/or driving through the area of the incident.
2. During any red flag situation all drivers, unless involved in the incident, must remain in their car unless otherwise instructed by GLLS Officials.
3. CLOSED RED: The track will be closed. Competitors will not be permitted on the race track and/or to their race cars.

Black Flag:

1. When a black flag is displayed for the sprint car (mechanical, tire, wing, etc.), the driver that the flag is being displayed toward must bring their car to the pits immediately. The car will not be scored from the point that the black flag has been displayed.
2. When a black flag is displayed for the detrimental actions of a driver, the driver that the flag is being displayed toward must bring their car to the pits and both the driver and car are subject to Event disqualification.

White Flag:

1. If the white flag is displayed and the leader of the race crosses the scoring loop, it signifies that the leader of the race and/or the car that is qualifying has started the last lap of that event.

Checkered Flag:

1. When the leader of the race crosses the scoring loop under green flag conditions on the final lap, it signifies the completion of the race and/or the car that is qualifying has completed qualifying. Split scoring will be utilized, per the definition above, if a caution is called after the leader has crossed the scoring loop on the final lap.

Official Signals:

1. All drivers must obey signals, communications, and/or any other Official's communications that assist in the direction and facilitation of creating proper lineups and/or the process of completing the event.

6.8. Back Up Cars / Driver Changes.

- 6.8.1. Any substitute driver may or may not be a driver that has not already competed in the respective event.
- 6.8.2. 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.
- 6.8.3. Any such change will result in the driver starting at the rear of the next race in which the car has qualified for.
- 6.8.4. 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.
- 6.8.5. Officials reserve the right to waive certain aspects of the backup car rules when an event consists of 2 or more A-Main events.

6.9. Series & Car Decals

- 6.9.1. The Great Lakes Lightning Sprints decal and designated sponsor and contingency decals must be displayed prominently without modifications made to each respective decal on both sides of the outside top wing. Teams may place decals on any portion of both sides of the outside top wing; however, the bottom 8 inches of the outside top wing is the recommended and preferred area.
- 6.9.2. The GLLS Officials may refuse to allow a participant to compete in an event if it is determined at their discretion that any advertising and/or sponsorship or similar agreement is detrimental to the sport, the Series, the event promoter, including the image of the sport.
- 6.9.3. Failure to comply with any of the above rules may result in a loss of Point Fund monies, purse monies and/or any other penalty as deemed necessary by GLLS Officials.

7. Scoring

- 7.1. Split Scoring will be utilized for all races within the Event.

- 7.2. All races are scored at the designated finish line. Electronic scoring line may not always be the same location as the finish line.
- 7.3. The official starting lineup will be posted by the GLLS Officials after the completion of all qualifying events.
- 7.4. Restart lineups will be derived from the Series scorer using the electronic scoring system.
- 7.5. 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.
- 7.6. 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.
- 7.7. On all yellow & red flag stoppages, lapped cars will be placed at the tail.
- 7.8. Any car deemed to have caused an intentional yellow because of a bad start, restart, becoming lapped, or in danger of being lapped, may be disqualified.

8. Payoff Procedures

- 8.1. All paid purses, appearance money and/or other awards and/or funds as outlined in the promoter's contract shall be paid to the car owner and/or designated owner's representative at the Great Lakes Lightning Sprints trailer following the conclusion of the last event. All such payments will be made only when transponders are returned.
- 8.2. A race is considered complete as determined by GLLS Officials. Purse will be paid at this point. Race teams will collect earnings within 30 minutes of the completion of the A-main unless prior arrangements are made. Failure to collect the night of the race will forfeit all earnings to the year end points fund.
- 8.3. Full Time Competitors must present a Membership Card at payoff to receive a discounted entry fee.

9. Points Breakdown

The following table presents the points breakdown.

Position	Qualifying Points	Heat Points	A Feature Points
1	50	50	150
2	48	48	142
3	46	46	135
4	44	44	130
5	42	42	125
6	40	40	122
7	38	38	119
8	36	36	116
9	34	34	113
10	32	32	110
11	30	30	108
12	28	28	106
13	26		104
14	24		102
15	22		100
16	20		98
17	18		96
18	16		94
19	14		92
20	12		90
21	10		88
22	10		86
23	10		84
24	10		82

- 9.1. 80 points will be awarded to anyone failing to make the A-Main, but takes the green flag in the B-Main.
- 9.2. 65 points will be awarded to all drivers that qualify and compete in their heat race but fail to make it out for any feature race.

- 9.3. 65 total points will be awarded to all drivers that make an effort to compete but fail to take a competitive green flag in qualifying.
- 9.4. Each Great Lakes Lightning Sprints sanctioned event(s), regardless of the purse or format, will be full point awarding events, unless GLLS Officials announce, prior to a scheduled event, that said event will not award points.
- 9.5. Tiebreakers for year end points fund will be the number of A-Main wins, followed by 2nd place finishes and so on, until all ties are broken.
- 9.6. In the event GLLS has a sanctioned race, but it is co-sanctioned with another series, all participants that race all night will receive the maximum points allowed (250). If a participant does not run the feature (A or B), they will receive 50 points less.
- 9.7. GLLS event cancellation policy: All full-time members in attendance (on site) with a purchased pit pass and their car, verified by GLLS officials, at the time official pill draw is **closed**, will receive 50 appearance points.

10. Race Format

2 Heat Format – 17 Cars or Less

- A. Everybody qualifies within a single flight to lineup 2 Heat Races (8 Laps).
- B. Heat race will be inverted by 4 with the following placement: 4,3,2,1,5,6,7,8,9
- C. All transfer to A-Main.
- D. Top 3 Redraw
- E. All other positions line straight up from heat finishes in A-Main

3 Heat Format – 27 Cars or Less

- A. Everybody qualifies within a single flight to lineup 3 Heat Races (8 Laps).
- B. Heat race will be inverted by 4 with the following placement: 4,3,2,1,5,6,7,8,9
- C. 1st-5th transfer to the A-Main with all others to B-Main when a B-Main is ran.
- D. Top 2 Redraw
- E. A-Main is lined up by finishing positions 3-5 from heat races lining straight up behind redraw cars.
- F. B-Main is lined up by heat finishing positions 6+ straight up. B-Main transfers line straight up in the A-Main from B-main finishing positions behind A-main cars

4 Heat Format – 28 Cars or More

- A. Everybody qualifies within a single flight to lineup 4 Heat Races (8 Laps).
- B. Heat race will be inverted by 4 with the following placement: 4,3,2,1,5,6,7,8,9
- C. 1st-4th transfer with all others to B-Main

- D. Top 2 Redraw
- E. A-Main is lined up by finishing positions 3-4 from heat races lining straight up behind redraw cars.
- F. B-Main is lined up by heat finishing positions 5+ straight up. B-Main transfers line up in the A-Main straight up from B-main finishing positions behind A-main cars
- G. B mains may change in car count depending on track size and/or conditions.

Lap Counts

- A. Heats – 8 laps
- B. B-Main – 10 Laps
- C. A-Main – 20 laps

11. Penalties & Fine Schedules

The Great Lakes Lightning Sprints conducts itself as one of the top Sprint Car racing series in the United States and expects its Competitors to conduct themselves in a professional manner at all times during any event and/or when representing the series. The team owners are solely responsible for the conduct of their drivers and/or team members and/or anyone connected to or affiliated with that owner's team. All fines that are listed in Subsection I are in regard to the initial penalty. Multiple infractions of the same type will increase the severity of the penalty.

11.1. Penalties and Fine Schedules

- 11.1.1. All fines may be collected from prize money on the day of the infraction or purse winnings may be withheld if a post-race inspection requires additional time to inspect the car, including, but not limited to sending tire samples to a laboratory for independent testing. If the Competitor has not won appropriate money, the fine must be paid in full before the car and/or driver participates in another Great Lakes Lightning Sprints sanctioned Event. Team Owners are ultimately responsible for paying fines on behalf of all Competitors on their respective team.
- 11.1.2. Any Competitor that attempts to and/or does physically abuse any event Official, including pushing, punching, touching, grabbing and/or grabbing the Official's equipment, etc., will be subject to disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by GLLS Officials. Maximum = \$5,000.
- 11.1.3. Any Competitor that verbally abuses any Event Official will be subject to disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by GLLS Officials. Maximum = \$500.
- 11.1.4. Any Competitor who fails to stop for and/or allow post-race inspection will be subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by GLLS Officials. Maximum = \$500.
- 11.1.5. Any Competitor that attempts to and/or passes the pace vehicle (unless instructed to do so) will be subject to the loss of two (2) positions and/or disqualification and/or fine and/or suspension and/or any other action deemed appropriate by GLLS Officials. Maximum = \$100.
- 11.1.6. Any Competitor that attempts to drive roughly and/or bumps another Competitor unnecessarily will be subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by GLLS Officials. Maximum = \$5,000.

- 11.1.7. Any Competitor that attempts to use illegal fuel will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by GLLS Officials. Maximum = \$5,000.
- 11.1.8. Any Competitor that attempts and/or is found to be using tires that are found to be illegal in any manner will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by GLLS Officials. The minimum penalty will be as follows; disqualification from the Event, a fine of 1,000 Driver championship points, loss of all earned purse and/or award money from the Event, a fine equal to and/or more than the purse money awarded for the Event, and/or a minimum suspension that includes all Events remaining in the Great Lakes Lightning Sprints racing schedule for that season.
- 11.1.9. Any Competitor that attempts to or uses an illegal engine will be subject to disqualification and/or fine, and/or loss of points, and/or suspension that includes all Events remaining in the Great Lakes Lightning Sprints racing schedule for that season, and/or any other action deemed appropriate by GLLS Officials. Maximum = \$5,000.
- 11.1.10. Any Competitor that fails to quickly stop for a red flag or drives through the incident area will be subject to a loss of two (2) positions penalty and/or disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by GLLS Officials. Maximum fine: \$500.
- 11.1.11. Any Competitor that goes into another Competitor's pit area or to another Competitor's car and becomes involved in any type of altercation will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by GLLS Officials. Maximum = \$5,000.
- 11.1.12. Any Competitor involved in an altercation that results in physical contact will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by GLLS Officials. Maximum = \$5,000.
- 11.1.13. Any Competitor who drives a racecar in an area that is closed to racecar traffic or drives through the pit area at excessive speed with either a racecar, scooter or 4-wheeler will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by GLLS Officials. Maximum = \$500.
- 11.1.14. Any Competitor who goes out onto the racing surface or any other controlled area including the infield when closed to Competitors without permission under a controlled period will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by GLLS Officials. Maximum = \$500.
- 11.1.15. Any Competitor who ignores a flag or Official signal will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by GLLS Officials. Maximum = \$500.
- 11.1.16. Any Competitor who is found to be in violation of the substance abuse policy at any event will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by GLLS Officials. Maximum = \$10,000
- 11.1.17. Any Competitor who exits their car onto any area where other cars are still moving will be subject to disqualification and/ or fine and/ or suspension and/or loss of points and/ or any other action deemed appropriate by GLLS Officials. Maximum= \$500.
- 11.1.18. Any Competitor that publicly criticizes the Great Lakes Lightning Sprints via social media, including re-tweets (Twitter, Facebook, etc.) or thru quotes given to news reporters will be subject to a fine.

Maximum = \$500.

12. Car Rules

12.1. Chassis

- 12.1.1. Frame roll cage and halos must be constructed of a minimum 1-1/4 X .095 4130 tubing
- 12.1.2. Must be chain drive.
- 12.1.3. Bumpers and nerf bars must be bolted to the frame and cannot have any sharp edges or corners. Nerf bars cannot extend past the outside edge of rear tires.
- 12.1.4. All cars must be rear drive only. Engine offset is a maximum of 6" measured at the rear of the engine, centerline of inside cylinders to the center line of the motor plate uprights in chassis.
- 12.1.5. Radius rods may not be attached within the confines of the cockpit.
- 12.1.6. No independent suspension. The car's axles connecting the wheels must be of one-piece tubular construction.

12.2. Body

- 12.2.1. The front part of the body, known as the nose assembly, shall not be wider than the parallel lines of the body and may not exceed the width of the frame. The nose assembly may not extend forward beyond the confines of the front bumper.
- 12.2.2. The engine must be covered with a cowling or hood secured in place. The hood or cowling need not enclose the sides of the engine
- 12.2.3. Side visors on roll cage will be limited to eight (8) inches tall.
- 12.2.4. Only steel or aluminum floor/belly pan are permitted.
- 12.2.5. Sun visors must not extend forward more than seven (7) inches from the front of the forward most edge of the roll cage/halo tube, and may not be wider than the width of the cage; sun visors must be flat on both sides.
- 12.2.6. Panels attached to nerf bars will not be permitted. Any screens, shields, or guards must be securely fastened.
- 12.2.7. All paneling must not extend past edge of frame rails more than thickness of material.
- 12.2.8. One (1") inch turnout allowed on all body and sail panel edges, except sun visor.
- 12.2.9. The car must be equipped with a rear bumper at all times.
- 12.2.10. Front and rear bumpers, and nerf bars must be constructed of magnetic and or stainless steel (NO TITANIUM) tubing with a minimum O.D. of 7/8 inch and having a minimum wall thickness of .065 inch and a maximum wall thickness of .120 inch. A maximum of three horizontal and/or three vertical tubes are allowed in the construction of nerf bars.

- 12.2.11. All cars must have a tubular front bumper extending forward no more than 21 inches from the leading edge of the front axle. Bumpers must be constructed so as not to cause a safety hazard.
- 12.2.12. Bumpers and nerf bars must be bolted to the frame and cannot have any sharp edges or corners. Nerf bars cannot extend past the outside edge of rear tires.
- 12.2.13. With the exception of the exhaust system, no components or accessories may be attached to the nerf bar assembly.

12.3. Wings

- 12.3.1. Top wing to be maximum 16 sq. ft. Wing must be a single airfoil with maximum wicker bill of 2" tall and bent at 90°. Wicker bill is included in the airfoil dimension. All four sides of wing body must be a straight line from corner to corner. Side panels to be maximum RS 1460 sq.in. And LS 1680 sq.in.
- 12.3.2. Front wing to be a maximum 576 sq.in. Must be single airfoil. Side panels maximum 12"H X 26"L.
- 12.3.3. No portion of either wing can be outside the tires.
- 12.3.4. One cockpit adjustable electric wing actuator is allowed.

12.4. Dimensions and Weight

- 12.4.1. The wheelbase must be at least 65 inches and no more than 74 inches. (Measured centerline to centerline)
- 12.4.2. All cars must weigh a minimum post-race including driver:
 - 1. 1000cc Stock Engine: 950 lbs
 - 2. OEM Displacement Over 1000cc: 1025 lbs

NOTE: Engines under 1000cc will meet 950 lbs minimum. 2005 and previous early generation 1100cc and 1200cc engines would be permitted to compete at 1025 lbs.

- 12.4.3. A weight decal will be placed on both sides of the frame rail to signify car weight to scale operator.
- 12.4.4. Additional bolt on weight must be mounted and fastened to the frame and/or chassis in a secure manner. Weight must be mounted in an area between bottom frame rails, to the main frame, between front and rear axles and no higher than mid rails at cockpit. All weight must be mounted within confines of frame. NO BALLAST/WEIGHT IN NERFS, BUMPERS, FRONT AXLE.

12.5. Engine

12.5.1. Fuel and Fuel System

- 1. Maximum 112 octane gas, E85, or Methanol. No additives or oxygenated fuels will be permitted. All fuel is subject to testing at any time. Any fuel that does not conform to these standards, as administered at the track, will be considered illegal. The use of illegal fuel could result in disqualification from the event and/or the entire program.
- 2. All tanks must have a minimum of four mounts to the chassis.
- 3. Fuel tanks may not be mounted to the chassis utilizing any portion of the access plates or the nut

plates bonded into the fuel bladder.

4. The engine must be equipped with a fuel shut-off device.
5. A Midget/Micro/Sprint tank must have a bladder. Metal tanks are not permitted. Rollover valves will be mandatory. All tanks/fuel cells must be securely mounted between frame rails and behind the driver.

12.5.2. Engine Specifications

1. 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.

Anyone with less than a 1000 cc motor, is welcome to run in any GLLS sanctioned event.

2. Engine case, cylinders, head, crank, rods, pistons, cams, valves, transmission, coatings, and clutch must remain stock OEM and operational.
3. Cylinder head may be milled for cleanup. Deck height must remain within .010" of OEM specification.
4. Degreeing of stock OEM cams is permitted.
5. All cars must be able to start the first race under their own power without assist.
6. Mufflers are mandatory.
7. Oiling system may be modified for reliability. Oil pan, pickup, cooler, lines, tank(s), and pump(s) may be modified or replaced.
8. Electronic or Mechanical Injection may be used. No weight penalty exists for either injection system. Carburetors are also permitted.
9. The motor plate may not be made from carbon fiber, or any type composite materials.

12.5.3. Electronics

1. Aftermarket Engine Control Module(s) or Fuel Management System(s) will be permitted. No electronic traction control may be used. No aftermarket plug-in traction control devices, wheel speed, or chain sensors will be permitted. All electronic components may be inspected, sealed or confiscated by USAC or organizer at any time. The maximum penalty for utilizing traction control is a one year suspension from competition and loss of all points earned for the season.
2. All cars must be equipped with ignition switch or emergency shut-off located within easy reach of the driver

12.5.4. Exhaust

1. Mufflers are mandatory. Exhaust system tail pipe(s) must not be any wider than nerf bar.
2. The car may be required to have a muffler if local conditions warrant. If so, this will be stated on each individual entry blank. The race director may disallow a muffler that in their opinion is not within the spirit or intent of this rule

12.6. Suspension

12.6.1. Components

1. No cockpit adjustable electronic weight, shock, sway bar or any suspension item adjuster.
2. All front axles must be constructed of 4130 tubing. Titanium front or rear axles are not permitted.
3. Adjustable shocks are permitted.

12.6.2. Wheels

1. The number of allowable wheels is restricted to two (2) front wheels and two (2) rear wheels on each car.
2. The wheel diameter must be 13 inches for all Lightning Sprints. 1
3. The wheel width is limited to eight (8") inches for both front wheels
4. The rear wheels are a maximum in width of: ten and a half (10.5") inches for the left rear, and twelve and a half (12.5") inches for the right rear
5. An approved tire bead locking device must be used on the outer bead seat of the right rear tire and wheel assembly.
6. All bolts are mandatory in bead lock and wheel centers.

12.6.3. Tires

1. Right Rear tire must be a Hoosier on all cars competing in GLLS sanctioned events.
2. Front Tires: Any Hoosier.
3. Left Rear Tires: Any Hoosier.
4. Right Rear Tires: SP2, SP3, and SP4.
5. Any device(s) used for warming the tires prior to competition is prohibited.
6. Any solvents or a chemical applied to the tire that alter the chemical makeup of the compound or have the effect of altering tire durometer is prohibited.
7. Sipping and/or grooving is permitted.
8. Electronically controlled tire pressure bleeders will not be allowed.

12.6.4. Brakes

1. No electronic controlled brake bias adjuster. (Manual adjustment only)
2. If at any time during competition it becomes evident that a car is without brakes, the necessary repairs must be completed before the car can continue in competition.

