



PRESIDENT: Darren Pallen

VICE-PRESIDENT: Bob Charney

SECRETARY-TREASURER: Roland Bernard

Official 2009 Rule Book

GENERAL CAR RULES:

- 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 "2009 NLSA Fuel Testing Procedures" (page 6)

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.

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 750 c.c. displacement only.
- New model engines must be available on the market for 2 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.

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.

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 gas double adjustable shocks will be permitted.

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 SP2 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 SP2 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 is permitted on all tires.
- No softening compounds/chemicals of any type are permitted whatsoever.
- Tires to be tested as per "2009 NLSA Tire Testing Procedures" (page 5)

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.

COCKPIT ADJUSTABLES:

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

BUMPERS:

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

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.

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.

1000 c.c. ENGINE RULE FOR FUTURE CONSIDERATION:

- It is the intention of the NLSA to consider migration to a factory stock 1000 c.c. engine rule sometime in the future. This concept will be discussed further at the NLSA Annual General Meeting in November of 2009. Should a 1000 c.c. engine rule be voted in at any time in the future, the 1000 c.c engine must mimic the 750 c.c. rule **EXACTLY**. That is, stock 1000 c.c. motorcycle engines using 100% factory original components, including clutch, transmission, and NLSA-supplied premium pump fuel. (See Engine” details above for further clarification on the definition of “factory stock”).

“TECHNICAL INFRACTIONS”:

- It is the intention of the NLSA to make use of a “Technical Infractions” clause. Wording for this clause is being worked on and will be found in this space when completed.



2009 NLSA Tire Testing Procedure

In 2009, the Northern Lightning Sprint Association will make use of a four-tire rule. The Right Rear tire will be a Hoosier SP2 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) SP2 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 SP2 Right Rear “Control Tire” measures 40 on the durometer, a competitor’s tire(s) may measure 36 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.*



2009 NLSA Fuel Testing Procedure

In 2009, 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 Bars 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. It is your responsibility to come to the track with your race car completely empty of fuel. Should residual fuel be found in your car, you will be subject to an immediate fine of \$10.00, which will go directly to the Children's Hospital Foundation of Manitoba. You will also be required to empty your tank/bladder before the Red River Co-op fuel is added.
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. Fuel will be charged out at the day's pump price. When fueling is complete, your tank/bladder will be sealed for the duration of the day.
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 must match that of the "control sample" to be considered NLSA legal.



2009 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 2009 season and beyond:

1st Offense:

1. Immediate lifetime membership in the Northern Lightning Sprint "Cheaters Hall of Fame" located at www.nlsprints.com/cheaters.htm
2. \$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)
3. Loss of all points for the entire year to date
4. Offending driver will display the "*I Am A Cheater and I Got Caught*" top wing graphic. This "Cheater" graphic is required to be displayed on both sides of the top wing for three (3) future NLSA race dates. Cheater graphic will be custom-sized to ensure it covers the entire sideboard on both sides of the car.
5. Lifetime forfeiture of any and all illegal parts.
6. If any of the above criteria are not met, see "3rd Offense" below.

2nd Offense:

1. Same as "1st Offense", except fine increases to \$1500.00. (\$1000.00 of proceeds will go to the Children's Hospital Foundation of Manitoba, while the other \$500.00 will go the NLSA Points Fund)

3rd Offense:

1. Lifetime ban from the Northern Lightning Sprint Association.

