

# NLSA Proposed 2016 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.
- Numbers are mandatory and top wing side panel numbers must be 14" tall minimum, along with the tail tank numbers must be a minimum of 9" tall.
- Top three finishers of each heat race and top five finishers of the feature race are required to scale immediately following the respective race.
- Top three finishers of the feature race are to report to the tech area immediately following the feature race.

## 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 a minimum of 3" head clearance to the top of the frame.
- Wheelbase: Minimum 60" and Maximum 74" measured centerline to centerline.
- Engine maximum offset 6" from centerline of chassis.
- A firewall between engine and driver is required.

## ENGINE:

- Japanese inline 4 cylinder, 4-cycle motorcycle production engines only. No snowmobile engines permitted except those grandfathered in and previously raced.
- Limited to one engine only. Maximum 1000 c.c. displacement only. No overbore permitted.
- New model engines must be available on the market for 4 years before being legal to run.
- All engines must remain absolutely factory stock (OEM). The definition of factory stock is: the way the factory installed the engine into the original motorcycle to be sold and used on public roads and highways within the USA and Canada. No porting, polishing, blueprinting, or any other machine work of any type is permitted. No centrifugal clutches. Must use original unmodified five or six-speed transmission and clutch. Exceptions to these OEM engine rules include the use of an aftermarket air box/filter, header, and fuel injection controllers such as those produced by Power Commander and Bazzaz Performance. No traction control devices of any type permitted.
- Cylinder head may be milled for cleanup. OEM gasket thickness must be utilized.
- 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. Data logging systems are permitted for engine parameters only. No lap timing devices are allowed.
- Mufflers are mandatory.

### 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 sway or anti-roll bars will be permitted.
- No cockpit adjustable shocks will be permitted.
- No double adjustable gas 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 SP3 or harder on Right Rear only. On Left Front, right Front, and Left Rear D12 or harder (if and when available) only. A visiting driver(s) may participate in one (1) NLSA race day event using only the 82" Hoosier SP3 Right Rear. On all other subsequent visits, the same visiting driver(s) must use NLSA mandated tires on all four corners.
- Siping and/or grooving are permitted on all tires.
- No softening compounds/chemicals of any type are permitted whatsoever.

### WINGS:

- Top wing mandatory, 16 sq. ft. maximum. Must be single airfoil design and 48" square. Maximum 2" dip in top of airfoil, with maximum 2" lip in back (wicker bill) for stiffener.
- Front wing optional. Maximum of 575 sq. in.
- Wings must not be outside the width of the tires.
- Side panels to be maximum of Right Side 1460 sq. in. and Left Side 1680 sq. in. Side panels maximum 12"H x 26" L.
- No portion of either wing can be outside the tires.
- One cockpit adjustable wing actuator is allowed.

### COCKPIT ADJUSTABLES:

- No cockpit adjustable devices of any type are permitted with the exception of electric wing sliders, which are permitted.

### BUMPERS:

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

### FUEL CELLS:

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

### SAFETY:

- Full containment/halo seats are recommended.
- 5-point harness with 3" lap and shoulder belts required. A narrower shoulder belt is allowed for the use of a head and neck restraint. 3 years old maximum.
- Rear "A" must have cross member within 1" of shoulder belt opening in seat.
- Use of an approved Head and Neck restraint is mandatory for anytime that a car is being driven on a racing surface.
- Flame retardant racing suit must be worn. Fire resistant shoes and gloves are required.
- Helmets must be a minimum of a SNELL SA2005 or newer.

### FUEL:

- Maximum 91 octane pump gas only. No fuel additives or oxygenated fuels will be permitted.

### TRANSPONDERS:

- Transponders are required and need to be mounted on the motor plate/firewall - located on the bottom right corner, outside the cockpit.

### RULES INFRACTIONS:

- 1<sup>st</sup> offense: Car will lose points and pay for the event.
- 2<sup>nd</sup> offense: Two-race suspension for the following next two races, lose points and pay for the event.
- 3<sup>rd</sup> offense: Car and driver are banned for the remainder of the season.