



2025

So Cal Lightning Sprints Rules

All new rules for the year will be highlighted

1. GENERAL

- 1.1.If you have any concerns, you do not feel you are covered by these rules and Specifications, assume it is not allowable unless cleared by the Director of Competition/Race Director.
- 1.2.All rules/amendments will be made/voted on by the SCLS board of directors.
- 1.3.\$25.00 pea pick for all MEMBER drivers and \$50.00 for all NON-MEMBERS.
- 1.4.All drivers must be 13 years old on or before the date of the competition unless Proof of track insurance is obtained. All drivers are subject to approval by SCLS officials. All minors must be accompanied by a legal guardian for the duration of the event.
- 1.5.ROOKIES: A driver who hasn't raced more than 4 races or less in a lightning sprint race or deemed to be a rookie by the SCLS officials. A rookie can only race in 3 lightning sprint main events to be able to run for Rookie of the Year the following year. A rookie may ask for his/her rookie status to be reviewed at any time by the SCLS officials. All rookies must run a yellow rookie flag attached to the top of the roll bar and attached to the rear bumper, until their rookie status is changed. SCLS board may make the decision to waive the 3 races start at the back rule if they come to the conclusion that the driver has sufficient experience to be considered not to be a rookie. All rookies will start at the back of each race until their rookie status is changed.

1.6. Misconduct and sportsmanship [as deemed by the SCLS board/race Director] by any person[s] on or associated with any team can cause that team to be given a warning, put on probation, disqualified, suspended, and/or fined.

1.7. Please adhere to the following rules of conduct and sportsmanship.

NO DRIVER MAY GET OUT OF HIS/HER CAR ON THE TRACK, UNLESS SAFETY OFFICIALS ARE THERE AND TELL YOU TO DO SO. Except in the event of fire, fuel leaking or oil leaking. Penalty for this is disqualification from the race and the rest of that event, fined, and put on probation. Any combination of this penalty.

A] COOPERATION WITH OFFICIALS

An official will have a board for lineups [when possible], if you can't hear directions on your radio. Get into position quickly, we will not hold up the show and You may not be scored for the remainder of that race.

C] UNBECOMING CONDUCT

Any driver, car owner, pit person, or guest, who at any time uses improper language to a working official may be immediately reprimanded, expelled from the track, or subject to a fine and/or suspension.

Unbecoming Conduct, in front of the audience. The penalty could be a fine [up to \$300.], probation or suspension.

Any driver, car owner, pit person, or guest, who at any time shoves, jostles, shakes, attempts to strike, or takes any action intended to cause an injury to anyone will be fined a minimum of \$100. And/or suspended for up to 1 year. In addition to any other penalty imposed, the driver may lose all points for that race.

No verbally abusing any SCLS Official. All Club positions are voluntary, and each person does their best.

Any car or crew distracting from the appearance of the show, or anyone under the influence of alcohol or other drugs shall not be allowed to participate until the racing program is over. No alcohol consumption until the final checkered flag is thrown, of the final race of the night. \$100. Fine and/or suspension.

D] SPORTSMANSHIP

Racing is a very emotional sport. As such, good sportsmanship is the key element of any Competitive racing program. This must include respect for all participants – drivers, owners, pit crew, and officials. For our part we will make every effort to be consistent with our rules regardless of whom or what is involved. We will treat all

participants with respect and expect similar treatment in return. A racer's pit area is his castle-therefore please stay out of other racer's pit areas, for at least 30 minutes especially after an incident where you have been involved with that racer. Drivers – remember that you are responsible for the actions of your crews. Any offending parties will be fined appropriately, and disciplinary actions will be initiated as deemed necessary.

Sportsmanship does not just pertain to activities at the track. Be aware that we do our best to present SCLS and its drivers in the best light possible. We expect our drivers/teams to do the same. Remember what you say has weight, what you type has meaning, and what you do has consequences.

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1.7 Misconduct on the SCLS website, or any social media [Facebook, Instagram, Twitter, etc.]. We must appear as one big happy family. Venting, threatening, any derogatory post, etc., will be subject to fines and/or suspension.

1.8 The Director of competition or Race Director for any given race will have the final Authority of that race, any problems concerning tech, impound area, all race formulas, procedures, interpretation of rules for competition, levying any penalties, probation, suspensions, and/or fines resulting in violations.

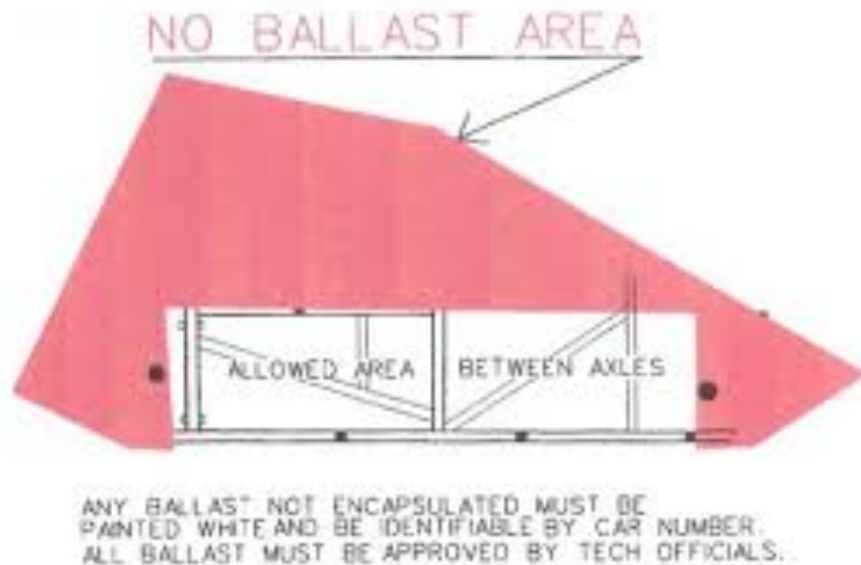
1.9 All cars and drivers will undergo technical and/or safety inspection prior to their first race. Cars must pass the 2025 safety tech inspection sheet, weight verify and documented on the inspection sheet by the DOC/ Official. All cars will undergo periodic inspections at the direction of the DOC/Race Director. All tech inspections will be done at the scales or designated area. All cars must have a current year inspection sticker.

1.10 Raceceiver or Rugged radios are required. No radio communication to drivers except from club or track officials. Only SCLS approved one-way radios will be used at SCLS events.

1.11 No use of any traction control will be allowed; no wheel sensors may be used, and no after-market traction control plug-ins will be allowed.

1.12 Minimum weights [wing races] for cars and drivers after the race:

750cc, Min. to 1000cc = 950 lbs. – [Wing] 925 lbs. [non-wing]



1176cc to 1200cc, Max. = 1025 lbs. [Wing] 1000 lbs. [non-wing]

1.13 Weight added to car must be bolted with a minimum of two 3/8" bolts with locknuts to the chassis [per illustration below] All Ballast must be painted white with the car number clearly marked!

1.14 Fuels: Methanol M1 ONLY No M5 with Nitro) [pump gas or track fuel ok]. No additives, lubes or oxygenated fuels allowed [other than Top End Lube]. Fuels must be clean and pass SCLS tests; it's the driver's responsibility to ensure fuels pass SCLS zero tolerance testing.

Fuel Test: A Driver or crew member will pull a fuel sample. Fuel sample at point of entry of the fuel rail [no exceptions]. DOC and/or one of the two appointed board members that are appointed that night to monitor tech inspections must visually watch the fuel sample being taken from each car. Anyone taking a fuel sample without being monitored will be asked to supply another fuel sample with the DOC present. Fuel samples will go through two tests. First the water sample with only the DOC [alone with appointed board members] will add water and shake. Once shaken the samples will sit until all other tech inspections are done and then reviewed by DOC. The second sample will go through the "Hydrometer" test. DOC will monitor all testing and has the final say in all tests.

1.15 No additives are to be used for air cleaners and/or air boxes that result in and type of performance enhancement.

1.16 A minimum of 3 inches clearance from top of driver's helmet to upper most part of roll bars/halo tubing must be met.

1.17 Transponder mounting location. Rear upright on the car, either left or right side, between the upper and lower rear bumper mounting spuds.

2.0 DRIVER / SAFETY

2.1 Every car must have a fire extinguisher in its pit area, minimum of 5 lbs. The fire extinguisher should be properly maintained and in perfect working condition.

2.2 Mandatory 2 head nets unless you have a full containment seat.

2.3 SFI Rated Nomex fire suits are mandatory. Suits shall be in good condition.

2.4 Nomex underwear is recommended, required with single-layer suits [tops and bottoms].

2.5 Nomex gloves are mandatory. No cutouts for fingers.

2.6 Nomex boots or SFI rated dress shoes are mandatory.

2.7 HANS, neck restraints are mandatory. No horse collars.

2.8 Arm restraints are recommended.

2.9 Full face helmets, with proper eye protection, are mandatory. Snell 2010 or better, in good condition. SA rating required, and No M rated helmets.

2.10 Safety belts must be five points, no more than 2 years old and properly attached and /or supported. No Y seatbelt mounts will be allowed.

2.11 Nomex hood or helmet skirt is mandatory.

2.12 No low back seats are allowed.

2.13 All racecars and driver's equipment are subject to periodic safety inspections. SCLS reserves the right to refuse a car or driver from competition, if deemed unsafe.

2.14 Drag link tethers are recommended.

3.0 CHASSIS

3.1 Roll cages, minimum of 1 ¼" X .095 or 1 3/8 X .083 wall thickness [above main frame rails], chromoly tubing. Roll cage must have cross brace [3/4" diameter minimum] behind seat for shoulder harness support.

3.2 Sissy bars and/or vertical side protection bars per manufactures recommendations. Sissy bars must be elbow height or higher. Vertical bars must be in front of the driver's shoulders.

3.3 Wheelbase, 65" min. to 73" max. Maximum rear width 66" width, measured outside of the left rear tire to outside of the right rear tire.

3.4 13" diameter wheels only. Max wheel widths: Front 8" / LR 10.5" / RR 12.5"

3.5 Tire rules: can be either American Racer or Hoosier tires. [Sizes listed]

AMERICAN RACER TIRES: Front Tires: 22.5/7.0-13 GT SD-38

Right Rear Tires: 26.0/12.0, 13GT SD38

Left Rear Tires: 23.5/10.0 13GT, 24.0/10.0 13GT, 24.5/10.0 13GTW, 25.0/10.0 13GT, 25.5/10.0 13GTW, ALL Left Rears are SDS-33

Hoosier Tires: Front Tires: 68.0/7.0-13 D12, D15

Left Rear Tires: 74.0, 76.0, 77.0, 78.0, 80.0 / 10.0-13 USAC Spec. / D12

Right Rear Tires: 82.0, 12.0-13 SP3, SP4 or 80.0 USAC Spec

No tire softening. A tire durometer will be used in Tech. It is illegal to treat tires with any softening solvents. Cleaning products have been proven to test as making a tire test positive. Be careful what you clean your tires with.

No grinding off tire size and/or compound from both sides of the tire.

All cars will be inspected throughout the race event, any car not using the approved tires will NOT be allowed to race or will be subject to penalties.

3.6 Final drive: chain or rear ends, Chain guards must cover top and driver's sides of chain and a minimum of 3/32" Aluminum for a chain guard.

3.7 All cars must be equipped with a rack and pinion or gear steering.

3.8 Nerf bars and bumpers must be bolted or secured with approved fasteners [no rivets], 1" X .065" maximum size tubing and have a minimum of 3 and maximum of 4 points of connection to the chassis. Nerf bars may not extend past the plane of either rear tire more than 2"

3.9 Firewall, between engine and driver, minimum of .035" material, no holes or gaps between driver's legs/feet and the motor.

3.10 Heim joints and or rod ends, minimum size 7/16" steel with 3/8" bolts [or 1/2" aluminum] for tie rods, radius rods, watts links drag link, pan hard bar, etc.

3.11 No plastic or aluminum fuel/oil/brake lines allowed. Fuel lines must be a high quality, automotive type and securely attached.

3.12 A maximum of 95 decibel noise level, as determined by each track.

3.13 No oil coolers/radiators may be mounted in the driver's compartment area.

3.14 Roll bar padding mandatory in driver's head contact area [exception; full containment seat] and at steering box area. No plumbing insulation.

3.15 Front rock guard for driver compartment is mandatory.

3.16 No metal fuel tanks allowed. All tail tanks are required to have bladders. Jaz type plastic tanks are acceptable.

3.17 Cockpit adjustable shocks are allowed. You may use a wing slider adjustment.

4.0 BODY / WING NUMBERS

4.1 Sprint style cars, including hood and tail, NO REAR ENGINE CARS or SIDEWINDER CARS. No rudder type panel[s] allowed past rear roll cage. Minimum of 9" open between right side armguard panel [window] and bottom of the top roll bar.

4.2 Top Wing: Top Wing may/may not be required for an event, as determined by the race format.

Top Wing: Maximum 16-sq. ft. or if multiple section wing is used, total surface area of center sections not to exceed 16 sq. ft. maximum.

Side panels: right side max 1458 sq. in. and left side max 1620 total sq. in. [Maximum 56" length and max 30" in height].

A minimum of two quick release pins must be installed on front/rear of wing/wing tree.

Top wing cannot extend outside the wheels/tires; it must be centered on the cage.

Nose Wing: Nose wing 2' x 2' or 4 sq. ft. x 12" tall side panels maximum.

4.3 Mandatory Numbers:

Top wing side panel numbers must be: 14" tall minimum.

Tail tank numbers 9" tall minimum.

Preferred Numbers:

Top wing number 18" tall minimum. Front body/nose 9" tall minimum

Numbers must be a size that is clearly visible from the scoring tower. Also, you must have a letter "A" or "G" to designate the type of fuel you are using, located on each side of the tail tank/cover at the fill cap area. Letter size 3" Minimum and contrasting color.

SCLS numbers are 0-99 [duplicate numbers will be required to place a letter after the number.] Once a number has been issued to a car, the 2nd car will have to place a letter after the number. Any number not used in the previous year will be reservation rights. The car that earns the top 10 in points the previous year will be held for them to use the next year. The #1 can only be issued to the current year's champion.

5.0 ENGINES

5.1 A stock motor is a production, 4-cylinder, self-starting street motors, produced for and procured from a USA street-legal motorcycle. Any inline 4-cylinder 1000cc, normally aspirated, production engines are allowed. Serial numbers must be clearly identifiable.

5.2 Any aftermarket ignitions, exhaust, carburetors, and cam chain tensioner and oil pans are permitted

5.3 Mechanical or electronic injection allowed with either menthol or gas.

5.4 All replacement parts are to be replaced with original factory 48 state replacement parts or aftermarket parts of the same factory configuration. However, mixing of some parts for same name engines may be accepted. In no way can mixing or matching of parts be performance enhancing. The BOD has full authority to approve or deny these changes.

5.5 No internal modification of the engine, clutch or transmission including, removal, grinding, filing or altering of ports is permitted. With the following exceptions: the counter balancer may be removed, slotted cam gears and weight matching of rods [one rod must be untouched]. Barnett fiber clutch plates, no aftermarket steel plates Heavier springs may be used.

5.6 Removal of carbon deposits in ports is permitted. No removal of head material and/or modification of valve seats. Stainless valves may be used.

5.7 *No milling of the cylinder head, except for cleanup allowed. This cannot result in compression limits above the established figures. Additional removal must be compensated by adding base gaskets to resume compress.*

5.8 Gas less rings [total seal] may be used on the 2nd groove only.

5.9 *Dry Sumps are allowed, the oil pick up can be relocated in the crankcase, to facilitate circle track condition.*

5.10 *Compression Rule:* *Maximum compression 250 lbs. Any compression over the limit will not be tolerated and the driver/car will be disqualified. During tests of compression, the motor must turn over at the same as it does when starting. Any motor not turning over at normal speed during test will have one additional try to meet requirements. A battery charger may be used if battery life is found. If any type of switch or device is found to alter voltage to starter and/or battery which changes the speed of the motor turning over that car is automatically disqualified.*

5.11 *Inspection:* After race inspections [**Tech**]. The top 4 cars in the Main will report to the Tech/Scales area immediately after the trophy presentations/Interviews. Any car not reporting to the designated impound area before going to their pit will be disqualified. Only the driver and one crew member per car will be allowed in the impound area. There will be a list of items to tech; a pill will be drawn after each main to determine which items will be on the Tech list. The DOC and at least one SCLS Official will review all technical inspections. Top 3 cars will be weighed after every

main. If one of the top 3 fails to make weight the 4th place car will be put through the scales.

TECH LIST

1. Fuel
2. Tire
3. Compression
4. Wheel track and base
5. Wing position
6. Other tech items may be added in the future with board approval

5.12 Cars weighed: The DOC, along with one board member or official, will monitor each car being weighed. Both DOC and a board member or official must verify the weight of car before the car is removed. In some cases, only one official may be conducting scaling of the cars. [Scales are part of the impound area].

Bore and Stroke to *make sure the motor size is legal.*

Gears no gears may be removed or shaved down.

Scope SCLS will be using a scope to check the pistons and head, to make sure there hasn't been any work done.

6.0 RACE PROCEDURES / POINTS

6.1 Competition points will only be awarded to any car under their own power. If a car doesn't start with its own power that car has to start at the back of all races that night.

Any car that shows up to an event will be awarded 20 points.

All cars must have a transponder that gets picked up by the scoring software during the parade laps in each race. If a car is not picked up that car may not be scored.

6.2 All race dates are subject to change.

6.3 If you change a tire or leave the racing surface during an event you must go to the rear of the field. If a car returns to their pit they are done for the event.

6.3.1 RED FLAG

No crew member or anyone involved with a competitive car is allowed on the race surface during a red flag unless:

1. The racetrack allows and is communicated by the race director.
2. The race program requires and is communicated by the race director.
3. The red flag is extended and communicated to crews by the race director.

If this rule is not followed, penalties will occur. Examples:

Disqualification of the car, probation, suspension, and or fines.

6.4 Drivers will pea draw for starting positions in the heat races. Any driver showing up late and missing pill draw signups will start the heat race at the rear in front of rookies. Any driver not showing up for the drivers' meeting will start the heat race at the back in front of rookies.

All rookies are to start each race in the rear, until their rookie flag has been pulled. It is usually 3 Mains before a rookie's flag is pulled. It's up to the SCLS board to decide when a rookie's flag can be pulled. A rookie may ask to have his rookie statice reconsidered.

Passing points are given for the heat races to determine the top 16 drivers that will automatically advance to that night's Main event.

The high point driver will draw a 4, 6, 8, to determine the inversion for the night. The inversion will set up the top 4, 6, or 8 starting positions in the Main event. The draw number is based on car count for the night.

Positions after the inversion will line up straight up from the points earned in the heat race [except for rookies, all rookies start at the rear].

If a B Main is needed the field will be lined up straight up by points earned in the heat race. The finishing positions will be lined up at the rear of the A Main event to make up a full field.

Any car that tries to take the green flag will receive points for that race. If a car doesn't try to make it on the track, it will not receive any points for that race. If a car doesn't take the green flag in their heat race, they

are to start the B Main or A Main in the rear, in front of the rookies. If there are 2 heat races the top 5 cars in each heat transfer straight to the Main, if 3 or more heats are run, the top 4 in each heat make the main event.

6.5 If a driver changes cars prior to the start of the main event, the driver will start at the rear of the main in front of the rookies.

6.7 A driver can change cars at any time. The car [back up car] must be a car that has already entered the event for the night, no car may be pulled out of a trailer that has not been entered into the event and used as a backup car. The driver cannot return to a vacated car in any event. The backup car does NOT retain the original car's starting position and is treated as if the driver missed his heat. A backup car does not have to be part of the team's original equipment. Once a car has been withdrawn for the event the car will not be allowed to be re-entered in the event. The driver must start at the rear of the field, in front of the rookie's after making a car change, at the next event on the track. The driver must notify the DOC before changing cars. It is the driver's responsibility to start at the rear of the field. If a driver doesn't start at the rear of the field, he/she will be disqualified for the remainder of the event. The driver will not receive any points or payout for that event, for the last car driven by the driver. Using a back up car will result in a loss of 10 points for the night.

Non SCLS paid members must pay \$150. To use a back up car.

RACE DIRECTOR HAS THE RIGHT TO CHANGE RACE FORMAT AT ANY TIME.

6.8 STARTS All initial starts will be 2 abreast. **Restarts:** will be single file Nose to tail until you get to the cone. No passing until green flag drops [some tracks have a cone and require no passing until you pass the cone]. Front row cars will have 2 attempts to start the field, after 2 failed attempts, one or both cars can be sent to the rear of the field, at the official's discretion. Not staying nose to tail may get you a 2-spot penalty at the end of the race or at the next yellow. No passing through the infield with 2 or more tires to gain an advantage will result in a 2-position penalty for each attempt at the end of the race [or on the next yellow].

6.9 There will be a 2-spin rule in effect at all events. Rules constitute the same car causing the yellow flag to come out twice in one race to be

black flagged. Any car that stops on the track during the race will be credited for yellow and will start at the rear of the field.

6.10 SERIES POINTS BREAKDOWN

QUALIFYING: [if there is qualifying]

1st – 5; 2nd – 4; 3rd – 3; 4th – 2; 5th - 1 pts

We will ask for 4 hot laps from each track. However, due to time constraints we cannot guarantee hot laps.

TROPHY DASH = 1ST – 4 PTS

HEAT RACES =

1st - 50 2nd - 48 3rd – 46 4th – 44 5th – 42
6th – 40 7th – 38 8th – 36 9th – 34 10th - 32

B MAIN = 1st through 4th, or any car that transfers to the A Main, will receive points for the Main.

5th -15 6th – 14 7th – 13 8th – 12 9th – 11 10th – 10
11th- 9 12th – 8 13th – 7 14th – 6 15th - 5 16th – 4
17th – 3 18th- 2 19th – 1

A MAIN =

1 st - 100	9 th - 60	17 th - 28
2 nd -95	10 th - 55	18 th - 26
3 rd - 90	11 th - 51	19 th - 24
4 th - 85	12 th -47	20 th - 21
5 th - 80	13 th - 43	21 st - 20
6 th - 75	14 th - 39	22 nd -19
7 th - 70	15 th - 35	23 rd -18
8 th - 65	16 th - 31	24 th - 17

6.11 All drivers must be SCLS members to accumulate championship points. All drivers will have 2 races to pay for their membership or all points will stop accumulating. Meaning If you race your first race and do not pay for your membership before the start of your second race you will forfeit all accumulated points up to that point and will have to pay the \$50.00 non member entry fee.

6.12 All SCLS Board members must support our Club's races. If any BOD Member races at any other conflicting lighting sprint race, they can be voted off the Board.

7.0 Penalties: Tire or weight = disqualification and loss of points and money for that race event.

7.1 Fuel or engine: 1st offense= disqualification and loss of points and money for that night.

2nd offense= disqualification and loss of YTD points and money for that night. Also, the driver and/or owner will receive additional penalties including fines and/or suspension. At the board of director's discretion.

3rd offense= car and owner will be suspended for the remainder of the season. A car found to be illegal will be checked for the same infraction prior to competing at the next event.

7.2 Rough driving: is determined by the DOC/Track officials. All infractions or issues will be documented by the DOC and placed in 2025 race season file, which will be used to monitor all SCLS drivers and crew members. Penalties will be leveled according to severity of the offense. All infractions are discussed collectively by the board members and then a rule is made.

8.0 PROTEST Engine protest must be in writing and presented to the SCLS member to protest [no temporary, crew or Honorary Members are able to request a protest].

8.1 Cash fee= \$500. For all protests, except clutch inspection.

8.2 Cash fee= \$50. For clutch inspection.

8.3 If protested motor is found to be legal, the protest fee [less administration costs] is awarded to the car/owner. If found to be illegal,

the protester receives all his/her money back. Administration costs will be fined to the car owner and must be paid that night. This fine is in addition to any other fines assessed by the car owner by the BOD. All fines must be paid before the car is allowed to race again. The car must go through ALL 2025 Tech inspections by the DOC and then documented.

2025 BOARD MEMBERS

President	Dustin Dumas	619-992-8308
Vice Pres.	Kim Arringdale	760-220-8906
	Peter Benker	619-820-2906
	Brent Horn	619-277-9639
	Kevin Dalton	760-315-6156