



PART I

Jurisdiction and Administration

- 1.1 **Effective Date of These Rules** - These rules of competition become effective January 1, 2022, and supersede all previous rules, bulletins or supplementary regulations.
- 1.2 **Revision of Rules** - The United States Auto Club reserves the right to revise these rules or any supplements thereto at any time with the prior consultation of a steering committee comprised of appointed members not employed by USAC.
- 1.3 **Application of These Rules** - These rules shall apply to every Lightning Sprint competition, which the United States Auto Club sanctions.
- 1.4 **Acceptance of Rules** - Every person, or group of persons, who undertake to organize or participate in an automotive competition under the sanction of the United States Auto Club shall be deemed to be acquainted with these Rules and their application shall constitute their acceptance of them.
- 1.8 **Rookie Eligibility** - All entrants must be (13) years of age on or before the date of competition. They must be accompanied by a legal guardian for the duration of the event.

PART IV

Prizes and Awards

- 4.1 **Awarded Points** – Drivers will accumulate points during USAC sanctioned races only.
 - A. Only a licensed USAC driver will be awarded points.
 - B. Points are awarded by finishing position in the main event.
 - C. Point total for finishing position is determined by the weighted scale in Appendix A.
- 4.2 **Payment of Prize Money** – The top twenty (20) positions in the final USAC Lightning Sprint National Championship points shall be paid part of the \$5000 point fund for 2022.
 - A. The top position will be recognized at the USAC Night of Champions awards banquet.
 - B. All USAC events will be used to calculate national point standing.
 - C. Ties - At the close of the racing season, the entrant and driver with the highest number of ranking points respectively shall be declared the divisional Champions. In the case of a tie in accumulated points for the champion's position, the tie will be broken by a tally of first-place finishes. If still tied, a tally of second, third, etc. finishes will be utilized until the tie is broken. If a tie cannot be broken by the above tiebreakers, the champion will be the driver or entrant who amass their point total first. Ties for positions two through ten will be broken in the same manner. Ties will not be broken for positions eleven through the remaining participants.
- 4.3 **Withholding Prizes under Protest** - Where a protest or appeal is lodged affecting the distribution of prize money, all prize money so affected shall be held until such remedies or rulings have been finalized.



PART VI

Penalties

- 6.1 Penalties** - Any person or organization violating these rules may be penalized.
- 6.2 Authority to Pronounce Disqualification** - A sentence of disqualification may be pronounced by the Chief Steward or Organizer. If pronounced during competition, a disqualification penalty is not protested.
- 6.3 Effect of Disqualification** - Disqualification shall entail the forfeiture of position, points and all money earned from the event in which the disqualification occurred, as well as forfeiture of entry fees paid or payable. A sentence of disqualification shall entail the loss of any right to compete in the remainder of the current race meeting, or the remainder of the current event if applicable. Disqualification will not entail the forfeiture of awards earned in prior events during the race meeting.
- 6.4 Authority to Pronounce Exclusion** - A sentence of exclusion may be pronounced by the Chief Steward or Organizer. When pronounced by the Chief Steward, the term of exclusion is limited to the remainder of the current race meeting and/or the next race meeting held within that division.
- 6.5 Effect of Exclusion** - The person sentenced to exclusion shall be prohibited from any participation, either directly or indirectly, in all or the remaining part of a race meeting. Persons under sentence of exclusion will not be issued credentials of any kind and the privileges and uses of the course, the pits, and the garage area will be denied. In all cases, exclusion shall entail the forfeiture of entry fees paid or payable, as well as the forfeiture of any awards earned during the sanctioned competition that shall accrue to the United States Auto Club.
- 6.6 Authority to Pronounce Suspension** - A sentence of suspension may be pronounced only by the Organizer. The period of suspension shall be limited to a maximum of one year. A suspension shall apply to all divisions of racing unless otherwise specified.
- 6.7 Effect of Suspension** - A sentence of suspension so long as it remains in force shall entail the loss of any right to take part in any capacity whatsoever in any USAC sanctioned competition held within the territorial United States.
- A. Persons under sentence of suspension will not be issued credentials of any kind and the privileges and uses of the course, and the pits will be denied.
- B. Suspension shall also render void any previous entry made for any competition that may take place during the term of such suspension and shall entail the forfeiture of the fees paid or payable for any such entries.
- 6.8 Surrender of License** - Every suspended person may be asked to surrender his license to the Organizer who will not return it until the term of the suspension has expired. Any delay in surrendering the license shall be added to the term of the suspension.
- 6.9 Loss of Points** - A driver or car entrant who is found guilty of violations of the rules may lose all points earned in the competition in which the violation occurred. Additionally, a driver or car entrant may lose all points therefore earned in that year, including points earned in the competition in which the violation occurred.
- 6.10 Loss of Award** - Any competitor who is excluded or suspended in any competition shall forfeit all right to award in that competition.

PART VII

Protests

- 7.1 Right to Protest and Time Limits**
- A. Technical protests against another competitor or the Technical Director regarding particular specifications that are routinely inspected by the Technical Director are not permitted. A protest regarding compliance with specifications that are not routinely inspected is permitted.
- B. A protest against any actions of another competitor during a race meeting lies only with the entrant and must be lodged within thirty (30) minutes after the action complained of or the finish of the competition, whichever is later.



- C. A protest against any actions taken by race officials lies with a driver or mechanic only when such actions are taken against such driver or mechanic, as opposed to the entrant. Protests of actions taken by race officials must be lodged within thirty (30) minutes after the action complained of or the finish of the competition, whichever is later.

7.2 Submission of Protests – Only a registered driver may submit a written protest.

7.3 Content of Protests - Protests shall be in writing accompanied by the prescribed protest fee and shall clearly state the errors that are claimed. Each claimed error must be stated in specific rather than general terms and must be accompanied by a written statement of the facts and grounds upon which it is based.

7.4 Protest Fees - Protest fees shall be as follows:

A. Safety	\$250.00
B. Engine	\$500.00

NOTE: The protest fee will be awarded to the driver found correct or legal. Refusal of inspection or illegal cars will result in forfeiture of all awards, points, and payments for event. Any car with an illegal engine must be rechecked and approved prior to competing in any future events. Exchange of information between groups regarding any disqualifications is encouraged. Protester must be present during inspection.

7.5 Adjudication of Protests - When the Chief Steward pronounces the penalty at a race meeting; related protests shall be decided by the Chief Steward. The Director of Competition shall decide all other protests. The protestant and any entrant or other participant in interest shall be entitled to be heard and given an opportunity to call witnesses and shall be given adequate notice of the hearing. The hearing shall be informal and shall be confined to the errors claimed in the protest and evidence relevant to those errors.

7.6 Withholding of Award - An award gained by a competitor who has been protested against shall be withheld until the protest has been finally adjudicated in accordance with these rules.

7.7 Judgment - All parties concerned shall be bound by the decision given, subject only to appeal as hereinafter provided.

7.8 Default of Right to Protest - Any contestant who voluntarily competes in any competition, which is not in accordance with the conditions as published, thereby waives their right to protest against the non-enforcement of such conditions.

Compliance with Procedure - Any protest, which fails to comply with the foregoing requirements, may be denied and disregarded. Any error not specifically raised in the protest shall be deemed to have been waived.

Any participant in a USAC sanctioned race meeting waives any rights such participant may have to be a party or to take any action in court seeking legal or equitable relief against any decision or action of any kind by USAC or any race officials. A participant's exclusive right to contest a decision or the rules or regulations of USAC is within the protest and appeal procedure of USAC, and any decision reached within this procedure is final.

PART VIII

Safety

8.1 Safety Policy - The primary purpose of the United States Auto Club is to assure the safest possible conditions for participants in all USAC sanctioned events. Whenever there is a conflict between a safety provision of this Rulebook and any other rule, bulletin or supplementary regulation, the safety provision shall take precedence.

8.2 Spectator Safety - The Steward(s) may cancel or postpone a race meeting if any arrangements known to them as to spectators are, in their opinion, unsafe.

8.3 Participant Safety - The Steward(s) shall have the authority to order off the course any car, which in their opinion constitutes a menace to other participants or to itself. The Steward(s) may also order off the course any driver who operates his car recklessly, or without due consideration to other participants. In the event a driver is ordered off the track, the car owner may replace him with a qualified relief driver and continue in the event.

8.4 Course Conditions - It is the responsibility of the race promoter to have and maintain the course in a safe condition. The Steward(s) shall not permit any event to start or continue if, in their opinion, the track is unsafe. They shall require the race



promoter to make such changes as are necessary. In the event the race promoter fails to make the recommended changes, the race meeting shall be cancelled or postponed.

- A. The race promoter is required to make available at all sanctioned race meetings, fire equipment and firefighting personnel, medical staff including appropriately licensed personnel capable of sustaining life, safety equipment including tow trucks and clean up materials and track communications as is determined necessary by the organizer.
- B. Ambulances as provided by the race promoter must meet with DOT standards for the current year. Noncompliance with these requirements may be cause for cancellation of the race meeting.

8.5 Driver Safety Equipment

It shall be the responsibility of each competitor to ensure full compliance with all safety requirements. All entrants are subject to an inspection of any or all safety equipment prior to each event. Any participant not complying in full with all safety requirements in this Rule Book will not be permitted to compete.

- A. 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.
- B. 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.
- C. 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.
- D. 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.
- E. 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.
- F. Arm Restraints - Arm restraints are mandatory and must be worn at all times during competition.
- G. 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.
- H. A SFI approved head and neck restraint system is highly recommended.
- I. One way radio/raceceiver mandatory. Frequency 464.5500 two way radio communications will not be allowed.
- J. A SFI approved head and neck restraint system is highly recommended.
- K. Drag link straps are highly recommended.
- L. 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.

8.6 Driver Compartment / Cockpit

- A. 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.
- B. Chain guards are mandatory and must completely shield the driver from the chain.
- C. 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.

- D. 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.
- E. No car will be allowed to compete that requires dismantling portions thereof to enter or leave the cockpit with exception of the steering wheel.
- F. 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.
- G. The driver shall be seated directly behind the engine.
- H. Rear view mirrors are not permitted.
- I. Removable steering wheels incorporating a quick release mechanism conforming to SFI Specification 42.1 are mandatory. Pin type mechanisms are not allowed.

PART IX

Chassis

9.1 Design and Construction

All phases of design and construction are subject to approval. The Chief Steward and/or the Technical Director may exclude any car, design or construction, which they deem unsafe or not meeting the specifications, the spirit and/or the intentions of the rules contained herein.

Chassis

- A. Frame roll cage and halos must be constructed of a minimum 1-1/4 X .095 4130 tubing
- B. Must be chain drive.
- C. 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.
- D. 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.
- E. Radius rods may not be attached within the confines of the cockpit.
- F. No independent suspension. The car's axles connecting the wheels must be of one-piece tubular construction.

Body

- A. 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.
- B. 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.
- C. Side visors on roll cage will be limited to eight (8) inches tall.
- D. Only steel or aluminum floor/belly pan are permitted.
- E. 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.
- F. Panels attached to nerf bars will not be permitted. Any screens, shields, or guards must be securely fastened.



- G. All paneling must not extend past edge of frame rails more than thickness of material.
- H. One (1") inch turnout allowed on all body and sail panel edges, except sun visor.
- I. The car must be equipped with a rear bumper at all times.
- J. 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.
- K. 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.
- L. 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.
- M. With the exception of the exhaust system, no components or accessories may be attached to the nerf bar assembly.

Wings

- A. 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.
- B. Front wing to be a maximum 576 sq.in. Must be single airfoil. Side panels maximum 12"H X 26"L.
- C. No portion of either wing can be outside the tires.
- D. One cockpit adjustable electric wing actuator is allowed.

9.2 Dimensions and Weight

- A. The wheelbase must be at least 65 inches and no more than 74 inches. (Measured centerline to centerline)
- B. All cars must weigh a minimum post-race including driver:
 - 1. 1000cc Stock Engine: 950 lbs.
- C. A weight decal will be placed on both sides of the frame rail to signify car weight to scale operator.
- D. 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.

PART X

Engine

10.1 Fuel and Fuel System

- A. 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.
- B. All tanks must have a minimum of four mounts to the chassis.
- C. 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.

- D. The engine must be equipped with a fuel shut-off device.
- E. 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.

10.2 Engine Specifications

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

10.3 Electronics

- A. 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.
- B. All cars must be equipped with ignition switch or emergency shut-off located within easy reach of the driver.

10.4 Exhaust

- A. Mufflers are mandatory. Exhaust system tail pipe(s) must not be any wider than nerf bar.
- B. 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 technical director may disallow a muffler that, in their opinion, is not within the spirit or intent of this rule.

PART XI

Suspension

11.1 Components

- A. No cockpit adjustable electronic weight, shock, sway bar or any suspension item adjuster.
- B. All front axles must be constructed of 4130 tubing. Titanium front or rear axles are not permitted.



- C. Adjustable shocks are permitted.

11.2 Wheels

- A. The number of allowable wheels is restricted to two (2) front wheels and two (2) rear wheels on each car.
- B. The wheel diameter must be 13 inches.
- C. The wheel width is limited to eight (8") inches for both front wheels.
- D. 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.
- E. An approved tire bead locking device must be used on the outer bead seat of the right rear tire and wheel assembly.
- F. All bolts are mandatory in bead lock and wheel centers.

11.3 Tires

- A. Right Rear tire must be a Hoosier on all cars competing in USAC sanctioned events.
 - a. Approved tires are SP2, SP3, SP4, and USAC Spec 80
- B. Any device(s) used for warming the tires prior to competition is prohibited.
- C. 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.
- D. Sipping and/or grooving is permitted.
- E. Electronically controlled tire pressure bleeders will not be allowed.

11.4 Brakes

- A. No electronic controlled brake bias adjuster. (Manual adjustment only)
- B. 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.