

### **SECTION 3: RACE PROCEDURES**

**3.01:** The Promoter has the right to reject the entry of any car, driver or person onto the premises at any time.

**3.02:** No person may enter the racing arena until he/she has completed and signed all required releases, registration and/or entry forms.

**3.03:** No person shall be permitted to sign the waiver and release form for anyone other than himself/herself. Violators may be fined and/or disqualified and/or suspended.

**3.04:** Female drivers will not be allowed to participate in any racing event while they are pregnant.

**3.05:** Any driver requiring transporting to, and/or treatment at, and/or examination at any hospital emergency room from the track, and/or examination by a doctor, must have a signed release from the examining doctor before further competition.

**3.06:** The Promoter or Head Referee may eliminate any driver from competition should the driver be deemed physically or emotionally unfit to participate in a racing event.

**3.07:** All cars except Junior Sprints are required to participate in packing the track. If the driver chooses not to participate in packing the race track, they may be given the last qualifying position in their division and may be allowed only one (1) qualifying lap. If the track does not qualify that driver will run scratch both heats.

**3.08:** Car and driver must be in the qualifying line when called. If they do not take their assigned time trial position, they will be moved to the end of the qualifying line in their division and will be given only one (1) qualifying lap.

**3.09:** A car will have one (1) attempt to complete two (2) consecutively timed laps. There will be no second attempts allowed unless the time clock malfunctions or there is interference from the previous car. In case the time clock malfunctions or interference is made, the car will be permitted to take the remaining laps needed to complete the timing. In case of transponder problems, if it is found that the transponder was properly installed and is not working the driver will be pulled into the infield and a new transponder will be installed and the driver will get their required laps. If it is found that the transponder is not on the car or is not in a proper location the driver will forfeit their laps with no qualifying time, and will begin the race in the last place position in his/her assigned heat race.

**3.10:** The fastest timed lap shall be the car's official time. In the case of a tie in a division, the car first to qualify will be awarded the fastest time.

**3.11:** Any car that does not receive a qualifying time will begin in the last place position in his/her assigned heat race. In the case of multiple cars not receiving a time they will be placed last in pill draw order.

**3.12:** When each car completes its two (2) consecutive qualifying laps, the car will proceed to the place designated by the track official and will remain there until directed to do so. The top five (5) qualifiers will be announced and will leave the designated position first and proceed directly to the scales to be weighed. All remaining cars, unless directed by the head official, may proceed to their pits.

**3.13:** When the last car of one division has completed his/her qualifying laps and the next division has begun its qualifying, that division's time trials are declared complete and no other cars in that division may attempt to obtain a qualifying time.

**3.14:** A driver may qualify only one (1) car in each division.

**3.15:** No driver changes shall be made without notifying the Promoter, the Head Referee, or a Pit Steward. Any driver doing so will be disqualified for that race event and forfeit any money or points earned in that race event. All driver changes must be made in the pits only. No class changes or additions shall be made without notifying the Promoter, Head Referee and sign-in. A driver wishing to run a second class in an event must pay for that second class.

**3.16:** The driver and/or the car he/she is changing to must be qualified for that race event (same class), for the driver change to be legal. However, once a change is made points will stop accumulating.

**3.17:** Each driver must be ready when his/her event is called. When an event is called, the driver must immediately proceed to the staging area. There will be three (3) notifications of each race, first (1st) call, second (2nd) call and final call.

**3.18:** Cars that are considered "**LATE**" to their assigned race **WILL** be put to the rear of the line-up. When the cars on the track are lined up in race order, the driver or drivers that are **LATE** will be given two (2) laps to make that race and get their spot. If the driver or drivers are not on the track after two (2) laps, the field will move straight forward. If the LATE driver or drivers make it on the track before the flagman gives the one-to-go sign, the driver or drivers will be placed at the rear of the field.

**3.19:** The track officials will direct the cars to their re-start positions. There will be no discussion or argument as to line-up positions. A driver will be given one warning, if the driver refuses to get into the assigned position, the driver will be black flagged and disqualified from the current race.

**3.20:** Race Receivers (receivers) are mandatory and will be used to assist with line-ups. Drivers not using receivers will be given one warning. Drivers still not using receivers after the first warning will not be scored or will be sent to the infield.

**3.21:** Re-entry onto the race track by a car during green flag condition is only allowed on the back straight away, any re-entry in either corner or front straight away is not allowed, and will result in a black flag. You may re-enter under Yellow flag conditions, and the re-entry can be made from either the front or backstretch. A car must have all four (4) tires on the racing surface before the start/finish line to be scored for that lap. Cars must be started and running in the infield before entering onto the race track.

**3.22:** After the car has been given the checkered flag and crossed the start/finish line, the car must slow down immediately. Any driver staying on the gas for more than half a lap after receiving the checkered flag may be assessed a one (1) position penalty on the finish for recklessness.

**3.23:** All scored cars taking the checkered flag in a main event will be weighed. Any car that does not weigh may result in a disqualification from that event.

**3.24:** Cars that leave the track during a race event and enter the pit area will not be allowed to continue in that race. When a car enters the racing arena, it may not go back into the pits and re-enter again for that race event.

**3.25:** Any pit crew member or driver exiting the racing arena during a green flag condition may subject their car to disqualification for that race event.

**3.26:** Tools and other equipment may not be tossed over the fences or track walls into the racing arena or to persons in the racing arena. Violators may subject their cars to disqualification for the race event.

**3.27:** During a red flag condition, the Head Referee may allow pit crews into the infield area to assist their driver with repairs or adjustments. All crew members must enter the infield through the backstretch gate only. Violators may subject their car to disqualification for the race event.

**3.28:** A work area shall be designated by the Head Referee and working on cars will be allowed in this area only.

**3.29:** No fluid containers of any kind (gas, water, coolant, etc.) will be allowed in the infield without specific permission from a Track Official. Violators may subject their car to disqualification for that race event.

**3.30:** Refueling will be allowed only by permission of the Head Referee. If the cars are going to be allowed to refuel, the Head Referee will notify the Pit Steward and the Pit Steward will announce a refueling stop. Violators may subject their car to disqualification for that race event.

**3.31:** All cars that come to a stop on the racing surface under a green flag, or that cause a yellow or red flag condition will be positioned to the rear of the field for the re-start. A car involved in a second incident, in the same race event, which causes the yellow or red flag to be displayed will be black flagged from that race and scoring of the car will be discontinued. The black flagged car will be given a finishing position for that race event based on the number of laps completed.

**3.32:** Involvement includes spinning, crashing or causing another car to spin or crash, and cars that are stalled or come to a stop on the racetrack causing a yellow or red flag. (Any additional car that spins out or stops to avoid the crash after the yellow or red will not be charged in that yellow/red, and will maintain his/her position).

**3.33:** Any car entering the infield area without being directed to do so by a Track Official during a yellow flag condition may re-enter the race but that car will be positioned at the rear of the field or as otherwise directed by Track Officials.

**3.34:** The Head Referee, assisted by other track officials, reserves the right to determine when a car stopped or was stopped for safety purposes and to reposition the car accordingly.

**3.35:** Foul driving is not allowed and any driver guilty of foul driving will be penalized at the discretion of the Head Referee. Penalties for foul driving may include any one or more of the following: Loss of position any time during or after completion of the race event, removal from the race, loss of money or points earned for that race event, a fine, suspension, disqualification, probation or removal from the Speedway premises.

**3.36:** Foul driving includes intentionally cutting the mark, unnecessary bumping, crowding, chopping, banking, charging corners or rough driving.

**3.37:** Any cars which are throwing or leaking fluids, smoking excessively or appear to be mechanically unsafe to continue racing will be given the black flag.

**3.38:** All cars must begin each race event and finish each race event with all engine parts, such as exhaust, muffler, etc. intact. If during a race event, exhaust parts become loose or are lost off the car and the Track Officials feel there is an issue of safety involved, that car will be given the black flag. If a car is black flagged or finishes a race with the muffler missing that car will be scored as a DNF.

**3.39:** When a car becomes disabled or is no longer eligible to compete during a race event, the driver shall park his/her car in a safe place in the infield and shall stay with his/her car until completion of that race. The driver shall assist track workers in removing his/her disabled car from the infield. Any driver that abandons his/her car in the infield may be disqualified from that racing event and forfeit any money and points earned for that race. In addition, Track Officials may impound the abandoned car until the race program has been completed.

**3.40:** No driver may stop his/her car on the race track during a race event or after the completion of a race event for any reason other than a safety issue or at the direction of a Track Official. Violators may be disqualified.

**3.41:** No complaints will be heard by the Promoter, the Head Referee, or Track Officials, until the **FINAL** race program has been completed. Any complaints or discussions of issues shall be directed to the Head Referee by the driver or car owner only, after the **FINAL** race program of the day/evening has been completed. Violators may be disqualified or subject to fines. Being confrontational with the Promoter, the Head Referee, or any Track Official during the race program will be subject to any penalty, or combination of penalties, as set forth in Section 1.08 of these General Rules and Regulations.

**3.42:** Judgment decisions made by the Head Referee or the Track Officials cannot be protested.

**3.43:** All technical disputes are to be settled immediately after completion of the race program.

**3.44: Rookies: Eligibility:** A rookie shall be a driver who has not competed in more than (three) 3 race events in his/her class in the prior race season. A driver is not eligible for rookie of the year if he/she has run a higher class at any track and stepped back down into a lower class. A rookie must also declare himself/herself a rookie to the Head Referee, and upon sign-in at the start of the race season. The Promoter or Head Referee reserves the right to continue to declare the driver a rookie for an un-numbered amount of races if the Promoter or Head Referee feels the driver is not ready to advance (meaning the driver will continue to run a rookie flag). The rookie having the most points at the end of the race season will be declared the rookie of the year. "Rookie of the Year" will only be awarded in the Jr. Sprint and Restricted classes.

**3.45: Race Receivers:** Race Receivers must be worn by all drivers any and at all times the car is on the race track. **FIRST WARNING:** If the driver's race receiver fails to work or if the driver does not have one, the driver will be given one (1) warning to fix it or get a new one. **SECOND WARNING:** If the driver fails to fix the race receiver and/or does not get a new one, the car and driver will not be scored, and will start at the back of every race until the race receiver is fixed.

## SECTION 4: FLAGS

**4.00:** The flagman controls the race event from the start of the race to the checkered flag. All drivers must watch and obey the flagman.

**4.01:** Green Flag - Initial Starts (Start of the Race) The starter will display the Green Flag as the cars come out of turn four (4), if the starter thinks the cars are lined up properly. The cars **MUST** maintain their designated starting positions until the Green Flag is displayed. The pole car sets the pace at a reasonable pace, **NOT A SLOW IDLE OR FULL THROTTLE, BUT A RACING PACE**, and it is the responsibility of the outside pole car to keep pace with the pole car. The initial front row will be given one (1) attempt at a clean start. The car that jumps the start will be put back one row. If both cars go before the line/cone, both cars will be put back one row.

### **4.02:** Green Flag - Re-Starts

All re-starts will be single file through the cone positioned on the front straightaway. Single file is described as follows: must keep your car within the frame work of the car in front of you. You must maintain a steady speed, any break checking or changing of speeds will be considered a jump and will be a two position penalty. The penalty can be given at the next caution/red flag, or if there is no flag, the penalty will be given at the end of the race. Once the Green Flag is displayed to re-start the race, passing is not allowed until after the cone positioned on the front straightaway. You cannot hit the cone, pass before the cone or go below the cone. If you do, it is a two position penalty issued at the next caution or red flag. If there is no flag, the penalty will be applied at the end of the race.

### **4.03:** Yellow Flag - Signifies Caution

When the yellow flag is displayed, the driver is to slow down immediately and maintain a reasonable speed considering the conditions that exists on the race track. The determination of a reasonable speed is a judgment call that will be made by track officials. Caution laps are not counted at Delta Speedway; therefore do not race to the yellow flag. The position of the cars for a re-start will be the same position held by each car of the last lap completed under green flag conditions.

### **4.04:** Blue Flag with Diagonal Yellow Stripe – Signifies Hold Your Position

This flag is displayed to cars being lapped by the leaders of the race. Signaled cars should hold their racing line and not try to block the leaders. The car(s) signaled do **NOT** have to yield to the leaders(s) as the car(s) signaled may be in a race for position with the car(s) behind it. **THIS IS NOT A MOVE OVER FLAG; YOU ARE TO HOLD YOUR POSITION.**

### **4.05:** Red Flag – Stop Immediately

The red flag means the race must be stopped. When the red flag is displayed all cars must stop immediately on the race track surface. Cars should be brought to a stop carefully and safely.

### **4.06:** Black Flag – Report Immediately To the Infield

When the black flag is displayed to a driver, the driver must report to the infield immediately and stop their car. A track official will contact the driver, at the next available moment and give the reason for the black flag. Failure to obey the black flag will result in the scoring of that car to be discontinued until further notice.

### **4.07:** White Flag – Race Leader Has Started His/Her Last Lap

When the white flag is displayed, it means the race leader has started his/her last lap.

### **4.08:** Checkered Flag – Completion of the Race

When the checkered flag is displayed, it means the race is completed. When the required distance has been completed by the lead car, the race will be declared "official" regardless of any flag being displayed. When the checkered flag has been given to the leader, the balance of the field receives the checkered flag in the same lap. Finishing positions will be awarded according to the most laps traveled in the least time, whether the car is still running or not.

### **4.09:** Red and Yellow Diagonal Flag

The red and yellow diagonal flag will be displayed when there is a caution on the first lap of the event. The cars will line up in their original order with the car(s) involved starting in the rear.

## **SECTION 5: SAFETY**

- 5.01:** A full set of racing flags shall be used in all race programs at Delta Speedway. Additional yellow flags shall be used by track officials.
- 5.02:** The following safety equipment is mandatory for all drivers participating in Delta Speedway programs, including practice sessions and track packing.
- 5.03:** Helmets must be full head coverage competition type and one of the two latest SNELL approvals.
- 5.04:** Approved shields or unbreakable goggles.
- 5.05:** All drivers will wear a name brand flame-retardant full one piece double layered Nomex uniform, rated 3-2A/5 or better. Single layered uniforms rated at 3-2A/5 must be worn with Nomex underwear. Karting suits are not allowed.
- 5.06:** SFI approved gloves are mandatory for safety.
- 5.07:** Racing shoes.
- 5.08:** Head Restraint: Delta Speedway requires an SFI approved head and neck restraint.
- 5.09:** Arm restraints adequate to keep driver's hands contained with the roll cage.
- 5.10:** Seat must have side head bracket and/or cage net.
- 5.11:** Seat belts/harness, five (5) point, correctly installed and not more than three (3) years old.
- 5.12:** All mechanically operated devices must be mounted below the driver's shoulders for safety.
- 5.13:** Chain guards will be installed on all cars where chains are exposed to the driver and/or other participants. Minimum thickness is .090. The chain guard must be safety approved by the Promoter.
- 5.14:** Chassis: Roll cages must be at least:  
1 inch .062 wall thickness  
1 1/8 inch .065 wall thickness  
1 1/4 inch .065 wall thickness
- 5.15:** Any car that upsets, rolls or is involved in a serious accident must be inspected and approved by a track official to continue competition.
- 5.16:** Safety inspections may be made at any time by officials. Any car may be disqualified for safety specifications.
- 5.17:** All Classes: All fuel tanks must be equipped with a one way check valve designed to prevent spillage of fuel from the fuel tank in case of a roll-over.
- 5.18:** All Classes: The driver must use a Race Receiver that is in sync with Delta Speedway's frequency. If a driver does not use a Race Receiver the car may be disqualified from that event. Absolutely NO crew-to-driver radio communication.

**STRONGLY RECOMMEND:** Fuel bladders, and a head and neck restraining device.

**SECTION 6: MECHANICAL / TECHNICAL INSPECTIONS**

**6.01:** The Promoter/Referee reserves the right to judge, decide and establish what constitutes a legal car.

**6.02:** The Promoter reserves the right to subject any car to a mechanical inspection at the discretion of any track official.

**6.03:** It shall be the responsibility of the driver or car owner to prepare the car for any inspection requested by track official. Failure to comply shall result in disqualification of the driver and car.

**6.04:** It will be the responsibility of the car owner or driver to have no more than two (2) persons in the designated inspection area.

**6.05:** Any car that is not taken immediately to the designated inspection area or is removed from the racing premises without the permission of a track official at any race program which calls for a mandatory inspection of cars (including car weighing) after a race event or at the end of the program, may subject the driver and car to disqualification.

**6.06:** It is mandatory that a driver stay seated in his or her car until the car is weighed and the weight has been recorded. A car is allowed one (1) re-weigh. Driver must remain seated in car and not leave the scale area.

**6.07:** The top five (5) finishers in the main event may be subject to technical inspection.

## SECTION 7: FUEL & OIL SPECIFICATIONS, PENALTIES & PROTESTS

**7.01:** Approved fuel is methanol (all classes) only. No additives. Any transmission oil used must not contain performance enhancing agents. Delta Speedway Tech Officials can pull fuel and or oil samples from a car or container at anytime it is on Delta Speedway premises including pre-race, post race, or in the trailer.

**7.02:** Penalties for Illegal Fuel:

**1st Violation:** Disqualified from current night's race program, loss of highest points race for the current season, \$300.00 fine, plus laboratory fees if applicable.

**2nd Violation:** Disqualified from current night's race program, loss of all points to date, \$500.00 fine, plus laboratory fees if applicable.

**3rd Violation:** Disqualified from current night's race program, loss of all points to date, \$1,000.00 fine, plus laboratory fees if applicable.

If car owner/driver refuses any tech inspection at any time, penalty will be: Disqualified from the current night's race program, loss of all points to date, and \$1000.00 fine.

Penalties for any subsequent refusals to allow tech will be up to the promoter.

**7.03:** Protests

Anybody may protest a racer's fuel or oil any time, up to 10 minutes after the last race the car was entered. Fuel will be sent to an independent fuel testing laboratory for analysis. A protest fee of \$ 200.00 to be given to Head Tech Official at the time of protest. If the fuel is found to be legal, protesting party will forfeit all money deposited. If the fuel is found illegal, money will be returned to the protesting party.



## SECTION 8: CAR SPECIFICATIONS

- 8.00:** All cars must be equipped with a transponder; either rented from the track or participant's own. The bracket location of the transponder must be on the right side of the car front panel, twelve (12) inches above the ground and twenty-two (22) to twenty-four (24) inches behind the front axle. Any racecar without this device will not be scored during the race events.
- 8.01:** Only foot-operated throttles are permitted. After inspection by an official a hand throttle may be used only if the driver cannot operate a foot throttle.
- 8.02:** All cars must have complete bodies. Tail sections must be in place during time trials and all races.
- 8.03:** All cars must have legible numbers on both sides of the wing and on the nose. The color of the numbers should be contrasting with the background color of the car. Non-Wing cars must have a number on the nose of the hood, on the tail cone, and on the right side of the car. The numbers should be as large as the space will allow.
- 8.04:** Cars with duplicate numbers shall be asked to temporarily change their number or add a letter to their number the same size as their original number to facilitate scoring.
- 8.05:** Any material used for the purpose of adding to a car's total weight must be firmly attached as a part of the car's structure.
- 8.06:** Steering: Front wheels must be connected by a solid or tubular tie rod.
- 8.07:** Fuel pump switch must be easily accessible and labeled with the supplied sticker.
- 8.08:** No rear view mirrors or any item positioned in such a way that it can be used as a rear viewing device.
- 8.09:** On and off switches must be on the dash, must be connected and functional.
- 8.10:** There must be a metal firewall between driver and engine compartment.
- 8.11:** Cars must be equipped with a roll cage. The roll cage must be sufficient strength to support the weight of the car and driver. Roll cage must be a minimum of three (3) inches and maximum of six (6) inches above driver's helmet.
- 8.12:** All cars must be equipped with nerf bars. Nerf bars must extend to inside the edge of the tire but not beyond the outside of the tire with a four (4) inch tolerance.
- 8.13:** Brakes must be in working order.
- 8.14:** Mud guards are legal only if constructed of aluminum or fiberglass.
- 8.15:** All wet cell batteries mounted in the cockpit must be covered and vented outside the cockpit area. Excluding, sealed, wet cell batteries.
- 8.16:** Any car equipped with a shifting mechanism must have this device mounted in the driver's compartment. Shift levers may be mounted outside the driver's compartment only if it is on the opposite side of the car from the chain drive.
- 8.17:** All 4 corners, Hoosier Tires are mandatory in all classes. Right Rear Tire: All cars must use the Hoosier D25, or harder. Grooving and siping will be allowed. No doping is allowed. There is zero tolerance on doping. Suspension of car and driver will result in the event of doping/chemical alteration of any tire.

- Doping is defined as the chemical alteration of any Hoosier tire from its factory condition. Doping is explicitly PROHIBITED. Chemicals, sprays, soaking, bathing, wiping, rubbing, massaging, baking, needling or any act of applying a foreign substance to either the INTERIOR surface of the tire or the EXTERIOR surface of the tire will NOT be allowed. Injecting chemicals through bleeders or valve stems is explicitly prohibited.
- The head technical inspector is given the right to determine altering based on sensory SIGHT (the act of doing) or SMELL (the odor of chemicals within the rubber of a tire not conducive with the factory form).

## SECTION 9: ENGINE PROTESTS AND PENALTIES

**9.01:** Engine protests must be signed and include the protest fee. Protest must be made to the Head Official/Promoter within fifteen (15) minutes after the end of the race program. Only the top three positions may be protested by a driver or owner of the same class finishing in the top five in that night's program.

**9.02:** Protesting Fees:

**Jr. Sprint:** Protest Fee: \$500.00.

**Restricted:** Protest Fee will be \$1000.00.

Protesting person must present a cashier's check, money order or cash deposit. The motor will be sent to a track approved facility for a tear down by a qualified technician. Engine will be torn down, and inspected. If the engine is found to be legal, protesting party will forfeit all money deposited. If the engine is found to be legal Junior Sprints will receive \$300.00 back to go toward re-assembly of the engine. Track/inspector receives \$200.00. If the engine is found to be legal, Restricted will receive \$750.00 back to go toward re-assembly of the motor and the track/inspector receives \$250.00.

The motor will be returned disassembled to the contestant being protested. If the engine is found illegal, money will be returned to the protesting party minus the cost of inspection.

**9.03:** The Promoter will not be responsible for any costs incurred for a protest. All fees must be paid by cash or money order before the motor is returned, and before the contestant can return to the racing facility. Fees must be paid within 30 days from the date the motor is deemed illegal, if fees are not paid within 30 days the motor becomes the property of the promoter.

### 9.04: PENALTIES FOR ILLEGAL ENGINE:

**1st Violation:** Disqualified from the current night's race program, loss of highest points race for the current season, and \$500.00 fine.

**2nd Violation:** Disqualified from the current night's race program, loss of all points to date, and \$1000.00 fine.

**3rd Violation:** Loss of all points to date, disqualified from the current night's race program, a \$1000.00 fine and driver or owner is subject to being suspended for the next three (3) race programs from the pits.

If car owner/driver refuses any tech inspection at any time, penalty will be: Disqualified from the current night's race program, loss of all points to date, and \$1000.00 fine. Penalties for any subsequent refusals to allow tech will be up to the promoter.

### 9.05:

Any competitor in violation of these rules is subject not only to fines and/or penalties at Delta Speedway but may also be subject those penalties at Dixon Speedway, Plaza Park Raceway, and Lemoore Raceway.



# 2024 Junior Sprint Rules

*All drivers, owners, and crew persons are responsible to follow all the Safety rules, and track rules of Delta Speedway. Any person violating those rules will be subject to suspension, and expulsion from the facilities. This is at the sole discretion of Delta Speedway and its appointed officials.*

**Disclaimer:** All rules may be changed/modified/adjusted as needed by Delta Speedway. Rules are designed and enforced to keep competition equal and safe.

**Age:** Drivers ages five (5) through twelve (12) (a driver whose thirteenth (13th) birthday falls during the racing season will be allowed to finish the season in which they began accruing points before their birthday) may compete in the Junior Sprint Class.

**Roll Cage:** Roll cages shall be at least one (1) inch .083 wall thickness mild steel, or one (1) inch .065 wall thickness chromoly steel minimum. The front section of the cage shall be no further back than the steering wheel. Roll cage shall have sufficient fore and aft bracing and strength to support the weight of the car and driver in case of an upset. Weld in Halos are encouraged for driver protection. Cage shall have gussets at the intersecting bars to the uprights. Bends must have at least three (3) inch radius. No square or pointed corners allowed. Roll cage must be a minimum of three (3) inches above the drivers helmet the top of the cage at any point above the driver's helmet. It is mandatory to install a cross brace behind the seat to support the shoulder harness at a point not lower than one and a half (1½) inches below or above the top of the drivers shoulders.

**Bumpers and Nerfs:** Car must have bumper extending beyond the front and rear tires. Nothing may extend beyond a tangent line from the outside edge of the tires to the bumpers. Nothing may extend beyond the outside edge or the tires or wheels, whichever is the widest. No sharp corners or design as to hook or damage. All cars must be equipped with nerf bars. Nerf bars must extend to inside edge of tires, but not beyond the outside of tire.

**Safety:** Seat belts must be securely attached to the car and used at all times. Metal to metal latches only. Five (5) point seat belts, shoulder harness and sub strap are required. Belt dates must not be over three (3) years old. (Example: Oct 2012 may be used in 2013, 2014 and 2015.) Arm restraints are mandatory and must be adequately adjusted to keep the drivers hands below the top of the roll cage. Helmets must be full head coverage competition type and one (1) of the two (2) latest SNELL approvals. Nomex head socks recommended. All drivers will wear a name brand flame-retardant uniform. Neck braces and/or cage nets with a SFI 3.2-1 rating or higher or Total Head containment seats are mandatory. SFI gloves are mandatory for safety.

**Cockpit Controls:** On and off switches must be on dash, top of the cowl or on steering wheel. On/off switch must be functional. Absolutely NO crew-to-driver radio communication. Cockpit controls: kill switch, starter button and engine monitor. No driver operated shock adjusters, wing sliders or pan hard adjusters allowed in cockpits.

**Battery:** All wet cell batteries mounted in the cockpit must be covered and vented outside the cockpit area.

**Fuel:** Kidsprint approved fuel. KSUSA FUEL - ONLY METHANOL. No additives allowed, i.e. top end lube, Power Mist, propylene oxide, nitro methane, etc. No M5.

**Weight:** Minimum car and driver weight: Four hundred (400) pounds.

**Suspension:** Aluminum or steel body shocks are legal. Coil or torsion bar is legal.

**Wheelbase:** Maximum fifty-two (52) inches. Minimum fifty (50) inches, center of front axle to center of rear axle. Rear axle to be steel or splined aluminum 1¼ inches minimum diameter.

**Maximum Tread Width:** Not to exceed fifty-five (55) inches outside of tire to outside of tire.

**Steering:** Front wheels must be connected by a solid or tubular tie rod. Rear-wheel drive only. All suspension bolts except wheel nuts must be secured by some type of locking device.

**Brakes:** Brakes will be of sufficient strength so as to slide the wheels while the car is in motion at any given time.

**Tires And Wheels:** Wheels to be eight (8) inches diameter steel or aluminum non-beadlock only. Spec right rear tire must be Hoosier "JS". Hoosier tires must be run on all four corners of the car. Tire grooving is allowed on all 4 corners. No doping is allowed. There is zero tolerance on doping. Suspension of car and driver will result in the event of doping or chemical alteration of any tire. See general rules for doping specifics. Wheels must be held on with 4 or more standard lug nuts or knock-off hubs.

**Bodies:** All cars must have complete bodies of Sprint Car design only. Tail sections must be in place for time trials and all races. There must be a metal firewall between driver and engine, made of twenty-four (24) gauge steel or .060 inch aluminum. Body of car must be made of aluminum, metal, fiberglass or high impact plastic. All cars must be painted an attractive color or colors. No rear view mirrors. The only part of the car allowed to be dismantled for driver to enter or exit is a quick release steering wheel hub. All mechanically operated devices must be mounted below the driver's shoulders for safety. All fuel tanks must be equipped with a one-way check valve designed to prevent the spillage of fuel from the fuel tank vent in the event of a rollover.

**Transmission:** The drive will be by engine or jackshaft mounted clutches. No axle mounted clutches allowed. NO VARIABLE SPEED CLUTCHES, CVT, SNOW MOBILE, JR DRAGSTER OR VARIABLE GEAR RATIO DEVICES OF ANY KIND ALLOWED. No direct drive will be allowed. Chain guards will be made of .090 inch thick aluminum or equivalent and will run on top of chain from the front of the front sprocket to the center of the rear axle. Driver must not be able to touch the chain or sprockets while sitting in the cockpit.

**Wings:** Right side board, maximum 42 inches x 20 inches. Left side board, maximum 42 inches x 20 inches. Minimum center section size is six (6) square feet. The wing cannot be mounted outside the centerline of the tires. Side boards may not extend more than three (3) inches beyond center section and sides must cover center section. All wings must have 1/16 inch radius edges or edging. No raw edges. No wood except for ribs or spars inside center section. Lower front corner of the wings sides cannot be more than four (4) inches below top of roll cage on a straight line to the top of the front roll cage crossmember. Top of roll cage is defined as the point of the roll cage or halo that would contact the ground. Use of a welded on Halo is encouraged for driver protection but bolt on halos are not considered as part of the chassis structure and are not the top of the roll cage or chassis. . Nose wings cannot exceed 24 inches x 18 inches, and must carry car number. Top wings are mandatory to enter a night's event. Cars may finish without a wing if no replacement is available.

**Numbers:** All cars must have legible numbers painted in contrasting colors on both sides of car and the nose.

**Ballast:** Any material used for ballast must be firmly attached as a part of the car's structure. No liquid or loose ballast such as water, fuel, oil, sand bags, rocks, log chains etc. allowed.

**Hubs:** Front hubs: Go kart type with 5/8 inch bearings and 5/16 inch wheel studs minimum. Rear hubs: 5/16 bolt minimum or splined with safety key.

**Engine Rules:** Briggs & Stratton World Formula engines as defined by the KSUSA and FIA Homologation engine specs. Engine may or may not be sealed but both versions must pass Tech as defined by the previously mentioned rules upon request of a Track Official. The Briggs World Formula will use a RLV 5442S header or stock pipe and RLV 4100 silencer as defined in the KSUSA Briggs World Formula rules. Stock pipes may be cut and turned as necessary to fit the race car as long as the pipe still retains the original length, diameters and volume as the original stock pipe. Baffle rattle is allowed however if baffles have been altered or removed, the muffler will be deemed illegal. Baffle holes are .128 inch (#30 drill bit) no go gauge. Coating is allowed.

**Exhaust:** All cars must have a muffler mounted on the header. See General Rules (3.38)

**General Rules:** Please read the General Rules & Regulations. All drivers and crew are responsible for knowing and following these rules.

**Penalties:** See General Rules (7.02) for Illegal Fuel Penalties and (9.04) for Engine Violation Penalties.

**Protest Rules:** Please reference the Protest Rules (9.02) under General Rules & Regulations. All drivers and crew are responsible for knowing and following these rules.

All parts must be Briggs & Stratton factory production parts unless otherwise noted in these rules. No machining, polishing or alteration of any parts is permitted unless specifically noted in these rules. **All parts are subject to comparison with a known stock part. All tolerances are +/- .001 inch.**

**CYA Rule: If the rules do not say you can - You can't!!!!!!**

**717.1: Shrouds and covers:** All shrouds and covers must be run as supplied. Cylinder shield may be bent slightly or drilled around spark plug hole to allow fitting cylinder head temperature lead and clearance for Coil Ground lead. Flywheel Cover, Top Cover and Plate are non tech items. They are replaced by Part # 555699.

**717.2: Header and silencer**

**717.2.1:** Factory header or RLV part number 5442S. Any exhaust gasket or no exhaust gasket allowed. Sealer allowed on header. Header nuts are not required to be safety wired. Bottom bracing must be bolted to head. Factory header may be cut and turned to fit car as long as the overall length and tube size remains the same as the stock factory header: OAL 20.5" OD .9375" x .065 wall (ID .807 +/- .005) Coating the pipe is allowed.

**717.2.2:** Exhaust gas temp sensor is optional.

**717.2.4:** RLV Silencer #4100 required. Baffle rattle is allowed however if baffles have been altered or removed, the muffler will be deemed illegal. Baffle holes are .128 inch (#30 drill bit) no go gauge. Coating is allowed.

**717.2.5:** Springs attaching Silencer to header must be safety wired. Silencer must be attached to header and functional at end of race or car and driver will be DQ'd.

**717.3: Electric starter:** Starter motor must be operational and capable of starting engine. Battery must be minimum of 8 AH rating and capable of starting warm engine. Recoil starter and flywheel starter cone optional. Starter support bracket P\N 557119 is optional.

**717.4: Air filter:** Air filter must be Green Brand 40 X 75 filter attached directly to Carb. No Extensions or Adapters.

**717.5 : Spark plug:** Any commercially available, 10 mm thread, spark plug allowed. Spark plug must be stock. Indexing washers allowed. Removal of factory sealing washer is not allowed unless using head temp sensor ring.

**717.6: Fuel pump:** Fuel pump must be B&S part 557033. Must be pulsed from intake manifold only.

**717.7: Clutch:** May be engine and/or Jackshaft mounted. Belt or chain drive from engine to jackshaft. May use #219 or #35 sprocket. NO VARIABLE SPEED CLUTCHES, CVT, SNOW MOBILE, JR DRAGSTER OR VARIABLE GEAR RATIO DEVICES OF ANY KIND ALLOWED.

**717.8: Rev Limiter:** Rev Limiter: Rev Limit is 7100 rpm +/- 50 rpm. Rev limiter may be checked at any point in the race program. Rev limit will be checked with a suitable memory capable tachometer attached to the plug lead and the motor accelerated until the rev limiter begins to function. All rev limiters must function within 100 rpm when checked with the same instrument. Each competitor is allowed one courtesy check of the rev limiter with the instrument to be used at the event.

**717.9: Fuel: KSUSA FUEL - METHANOL. No additives allowed, i.e. top end lube, Power Mist, propylene oxide, nitro methane, etc. No M5.** Specific Gravity is .7913 @68 degrees. Use a temperature correction chart to determine exact SG. Corrected SG must be between .760 and .800. VP M1 is the standard for zeroing a Digitron or any device for testing Methanol for power enhancing additives. VP M3 and M5 and other brands of like chemistry are Illegal.

**717.9.1: Oil:** Any crankcase oil is allowed BUT MUST PASS THE BURN TEST AND/OR THE SNIFFER TEST. (Recommend TIFF Industries Sniffer)

**717.10 Carburetor:** Stock Walbro PZ carburetor only. No alterations allowed; choke excluded. Carb mount boot Briggs #557130 is required. New Carburetor may have different color and exterior appearance.

**717.10.2:** Slide must remain unaltered. Unaltered Stock needle marked CDB is required.

**717.10.3:** Choke assembly is optional and may be removed and shaft holes plugged with silicone. If choke is retained choke lever may be fastened open with spring, rubber band or tie wrap.

**717.10.4: Methanol Jets:** Drilling or reaming of gas carb jets is allowed. Nozzle .111" no go; pilot/slow jet .026" no go; main jet .072" no go. NOGO gauge must NOT pass through. NO tolerance allowed. All are inch measurements. **No tolerance allowed.**

**717.10.6:** Venturi measurement

**717.10.6.1:** Vertical .9902" max

**717.10.6.2:** Horizontal .7382" max

**717.11: Camshaft:** No alteration of the camshaft by machining, polishing, or altering is allowed. Must compare to stock Briggs part. First camshaft check will be taken at the valve spring retainers. With the lash set at zero, the movement of the valve spring retainer may not exceed .3085". Any camshaft with a measurement at the push rod of less than .306 should be removed and measured on the grind and checked for alteration. Camshaft must be as supplied with Stock Profile and compression relief.

**717.11.1:** Install degree wheel, using positive stop method.

**717.11.2: Check ignition timing.** With the right edge of the magnet (not the magnet holder) aligned with the right edge of the notch on the bottom of the right leg of the coil. The degree wheel must indicate between 23 and 29 degrees BTDC. Flywheel key must have BS logo. Minimum key width is .182 inch.

**717.11.3: Tech camshaft at pushrods.** Push gently down on dial indicator stem to ensure that there is no lash when pushrods are going down.

Exhaust Lobe Lift Intake Lobe  
75-71 BBDC .020 34-30 BTDC  
57-53 BBDC .050 18-14 BTDC  
39-35 BBDC .100 2BTDC-2ATDC  
25-21 BBDC .150 13-17 ATDC  
9-5 BBDC .200 29-33 ATDC  
12-16 ABDC .250 49-53 ATDC  
25-29 ABDC .275 63-67 ATDC  
.3085 MAX .3085 MAX  
70-66 BTDC .275 31-28 BBDC  
57-53 BTDC .250 18-14 BBDC  
37-33 BTDC .200 2-6 ABDC  
21-17 BTDC .150 18-22 ABDC  
6-2 BTDC .100 33-37 ABDC  
11-15 ATDC .050 49-53 ABDC  
29-33 ATDC .020 66-70 ABDC

**717.12: Deck/Piston Clearance:** Machining of deck surface is permitted. There will be no knife edge finishes allowed, Smooth finish only. Piston pop up cannot exceed .035" above block surface in the center of the piston. When measuring piston pop up, use the backside of the Sox pushrod gauge or set flat bar stock across piston parallel to wrist pin. Use dial indicator to check pop up on center of this bar. Carbon may be removed from the top of the piston prior to measuring. Top of piston may be filed to relieve protrusions left by number stamp on top of piston.

**717.13: Bore:** Maximum bore 2.725". Factory oversize pistons allowed.

**717.14: Stroke:** Maximum stroke is 2.204". Push piston down to take up rod play.

**717.15: Head gasket:** Any commercial available head gasket may be used but must maintain same configuration of shape of standard Briggs World Formula gasket. Minimum thickness is .040 measured with a micrometer from inside of cylinder hole of gasket at 4 points between the head bolts. Fire Ring B&S gasket is legal. **All engines used in 2018 will require the .040 gasket.**

**717.16: Head:** Head may not be altered in any way from factory specifications. NO PORTING OF ANY SHAPE OR WAY! Heat sink P\N 555690 is allowed.

**717.16.05: Cylinder Head Gasket:** Cylinder head gasket surface may be machined. Remove Carbon first. Depth from gasket surface to head surface between valves must be a minimum of .319". Measure by using a depth micrometer. No knife edges or angle milling of head. **Cylinder head must be as furnished from Briggs. No polishing, grinding or machining of valve seat angles, or intake and exhaust runners allowed. 45 degree Valve Face and Seat angle and width as factory supplied.**

**717.16.1: Rocker Arms / Push Rods:** rocker arms must be as produced. Length must be 2.820 inches minimum. Push rod length 5.638" no go to 5.656 must go. Push rod diameter is .185 to .190".

**717.16.5.1: Intake Port:** No media blasting of any type allowed on intake port in\on the head or manifold. Must be as cast.

Maximum diagonal measurement is 1.101".

Maximum vertical measurement is 1.044".

**717.16.5.2: Exhaust Port:** No media blasting of any type allowed on exhaust port. Must be as cast.

Maximum I.D. of shoulder in bottom of exhaust port is .854"

**717.16.6: Valve Seats** - one 45° angle only

**717.16.6.1:** Intake valve seat diameter is .966" - .972".

**717.16.6.2:** Exhaust valve seat diameter is .844" - .850".

**717.16.7: Valves**

**717.16.7.1:** Intake valve head diameter is 1.055" - 1.065".

**717.16.7.2:** Exhaust valve head diameter is .935" - .945".

**717.16.7.3:** Valve stem diameter is .232" - .238".

**717.16.7.4:** Valve face must have one 45° sealing surface only.

**717.17.8: Valve springs**

**717.17.8.1:** Dual valve springs as supplied by factory are required.

**717.17.8.2:** Inner spring wire diameter is .066" - .068".

**717.17.8.3:** Outer spring wire diameter is .112" - .114".

**717.17.8.4: Valve Guides:** Replacement of valve guides with B&S factory part 555645, is allowed.

**717.18: Ignition:** Unaltered B&S stock coil #557040 w\External Limiter or #557125 with Internal RPM Limiter is mandatory. Attachment bolts or bolt holes may not be altered.

**717.18.1:** Spark plug connector must be stock factory type.



**717.18.2:** Rubber plug boot is allowed.

**717.18.3:** There must be resistance from plug wire to ground on coil #557040. Resistance must be between 3000 ohms, minimum, to 6000 ohms, maximum. Coil resistance may be rechecked after a minimum of 10 minutes if correct reading is not attained upon first check. No spec available on P\N #557125.

**717.18.4:** Coil air gap is non tech.

**717.19: Flywheel:** Only stock Cast Iron or Cast Aluminum Briggs #557126 flywheel is permitted. Starter ring gear and all cooling fins must be in place. No machining, glass beading, sandblasting, painting or coating of flywheel is allowed. Minimum Flywheel Weight with starter ring, cooling fins, and attachment bolts 4 pounds 3 oz.

**717.19.1:** Chipped fins due to poor casting are legal. Completely broken off fins are not allowed. Minimum 1.750 inch Flywheel cover opening allowed.

**717.19.2:** Stock flywheel key with B & S logo is required and will determine Aluminum flywheel ignition timing. The flywheel key may be aluminum or steel. .182 minimum width. NO offset keys permitted.

**717.20:** One or two stock crankcase gaskets are required.

**717.21: Valve Lifters:** Must be stock. No Polishing allowed.

**717.21.1: Lifter Heads:** Lifter head diameter must be .964" - .984".

**717.22: Connecting Rod:** Stock B&S part #557005 or 557117 rod only. Rod may not be altered or polished. Rod may be clearanced providing that it is in stock configuration and finish, with no dimpling or media blasting. Rod ends must be concentric with crank journal and wrist pin with no chamfer or breaking of edges.

**717.22.1:** Rod length, measured from bottom of wrist pin hole to top of crank journal hole, is 2.419" minimum to 2.429" maximum.

**717.22.2: Oil Hole Opening:** Oil hole opening is .185" no-go. Crank end of oil hole is chamfered.

**717.23: Wrist pin:**

**717.23.1:** Maximum I.D. is .414".

**717.23.2:** O.D. is .624"-626".

**717.23.3:** Minimum length is 1.901".

**717.24: Piston rings:** Three rings mandatory. Top compression ring must have chamfer or O toward top of piston. Second scraper ring must be installed with inside chamfer down and O toward top of piston. Oil ring must be installed as from factory. No alteration of rings allowed except end gapping and lapping. Maximum RING GAP of Rings .050. Rings must be self-supported in the cylinder bore of the engine being inspected. Rings must remain flat. Rings must be in one piece when removed from block. Aftermarket rings are allowed if they meet the Specifications listed below.

**717.24.1:** Minimum width of top two rings is .095".

**717.24.2:** Thickness of top two rings is .059" - .064".

**717.24.3:** Minimum width of oil ring is .065". Ring groove must be present. Expander must be installed but may be trimmed in overall length.

**717.24.4:** Thickness of oil ring is .098" - .102".

**717.25: Piston:** Stock "kidney bean" piston required. No alteration, polishing or machining allowed. Only piston skirts are coated and coating cannot be removed and skirts or any part of piston be polished. Factory finish only.

**717.25.1:** Minimum from top of piston to top of wrist pin on circlip side is .658".

**717.25.2:** Minimum piston length is 1.768".

**717.25.3:** Factory oversize World Formula pistons are allowed.

**717.26: Crankshaft:** Stock B&S crankshaft casting #772 and #052 only allowed, all finishes being as factory supplied, with stock timing gear installed in stock location only. No alteration or polishing in any manner allowed. Offset crankshafts not permitted. Stock bearings required. Side cover may be peened to retain side cover bearing.

**717.26.1:** Shim(s) if used, must be installed as from factory.

**717.26.2:** Crankshaft journal diameter is 1.094" - 1.100".

**717.27: Block:** Must be stock with no alterations, except blocks may be repaired from broken rod damage, providing that repair does not constitute a functional modification of original block. No welding is permitted from the cooling fins upward.

**CYA rule:** Unless the rules say you can; you can't!!!

**717.28** All Tolerances +/- .001 measured with dial indicators, micrometers or calipers due to calibration variance.

**General Rules:** Please read the General Rules & Regulations. All drivers and crew are responsible for knowing and following these rules.



## 2024 Restricted 600 Rules

## 2024 Restricted Rules

All drivers, owners, and crew persons are responsible to follow all the Safety rules, and track rules of Delta Speedway. Any person violating those rules will be subject to suspension, an expulsion from the facilities. This is at the sole discretion of Delta Speedway and its appointed officials.

Disclaimer: All rules may be changed/modified/adjusted as needed by Delta Speedway. Rules are designed and enforced to keep competition equal and safe.

**Age:** 10 to 16 in the Restricted Class (Subject to Head Official's/Promoter's Discretion).

**Fuel:** Methanol only. No additives allowed, i.e. Power Mist, propylene oxide, nitro methane, etc. No M5.

**Weight:** The minimum weight of a car and driver for the Restricted class is 740 lbs. All cars must meet weight requirement using scales provided by Delta Speedway. Cars must go directly to scales as directed by racing officials. Any driver that fails to go directly to the scales will be automatically disqualified.

**Tire Rule:** All 4 corners, Hoosier Tires are mandatory in all classes. Right Rear Tire: All Restricted cars must use the Hoosier D25, or harder. Grooving and siping will be allowed. No doping is allowed. There is zero tolerance on doping. Suspension of car and driver will result in the event of doping or chemical alteration of any tire.

- Doping is defined as the chemical alteration of any Hoosier tire from its factory condition. Doping is explicitly PROHIBITED. Chemicals, sprays, soaking, bathing, wiping, rubbing, massaging, baking, needling or any act of applying a foreign substance to either the INTERIOR surface of the tire or the EXTERIOR surface of the tire will NOT be allowed. Injecting chemicals through bleeders or valve stems is explicitly prohibited.
- The head technical inspector is given the right to determine altering based on sensory SIGHT (the act of doing) or SMELL (the odor of chemicals within the rubber of a tire not conducive with the factory form).

**Transmission:** All gears must be in transmission. Transmission must be stock functional and operating.

**Top wing:** Cars must run a max 10 square-foot fixed wing. No mechanical, electrical or hydraulic adjustments are allowed in the cockpit area, for the wing or any other part of the car. Wing center section must be 48" wide x 30" deep. Left side board must be 24" x 48". Right side board must be 18" x 48". Side boards must be 90 degrees to the center section. Wings must be mounted parallel with cage. Top wings are mandatory to enter a night's event.

**Nose wing:** Nose wings cannot exceed 18" x 24". Side boards are not to exceed 8.5" tall and 21" long.

**Numbers:** All cars must have legible numbers painted in contrasting colors on both sides of car and the nose. Minimum height of numbers is 8" on the nose wing, 10" on each side of the tail and 12" on the top wing. Numbers must be separated from advertising so they will be readable. It is recommended that cars have a 12" number on top of the wing facing the front of the car.

**Engine Rules:** All engines must be available to the general public, from a known manufacturer, for at least two (2) years prior to use in either restricted class. No internal engine modifications allowed, i.e. ported heads, lightened cranks, lightened transmissions. All Restricted cars must run a 4-stroke, 4-cylinder, 600cc engine. All engines must run the stock stroke, stock bore, and stock cams. No aftermarket cam sprockets. Manual cam chain tensioner is allowed. Aftermarket valve adjustment shims and valve spring shims are allowed. Must run stock valves and springs. Cylinder head deck cleanup is allowed (flat mill only, no angle milling), maximum from stock is .010 and or 10/1000 of an inch. A stock head will be used for reference. Deck clearance of piston to be -0.002 or greater. The cars must be self-starting, and the flywheel attached to the motor. Engine must be run as it came from the factory, with the internal charging unit and stator. Voltage will be checked at the battery and stator. Visual inspection of the flywheel/stator will be performed if needed. Stock ECU, FuelTech FT550, PE3-IG2 and PE3-8400 Engine control units are permitted for use with carburetors and Stock Fuel Injection. Aftermarket airboxes and headers are allowed. Motors may run a windage tray & or modified oil pan. No traction control devices allowed.

**Exhaust:** All cars must have a muffler mounted on the header. See General Rules (3.38)



**Carburetors:** Carburetors may have metering rods, jets and springs changed to tune the fuel curve to match the car's requirements. Carburetors must be stock, no non O.E.M. carburetors allowed. Motors that use carburetors may run aftermarket boots, so you may run carburetors on the newer style motors that came from the factory with fuel injection. There will be a 2 1/8 inch maximum from the bottom of the billet adapter to the top of the rubber boot. We will continue to monitor boots as well as inside diameters for alterations. Carburetor adapter bottom dimension must be the same as stock O.E.M. intake port opening. Adapter must have a straight flow from the carburetor to the head with the unaltered mandatory King racing products 3/4 plate in place. O.D. of carburetor adapter must allow rubber boot to fit tight as per original design. No funneling of rubber boot allowed. All Restricted cars will be checked for intake leaks, and any car with an intake leak will be disqualified. Manufacturer's engine equipped with factory fuel injection may run a prior year's carburetor.

**Fuel Injection:** Stock Electronic fuel injection systems with OEM throttle bodies will be allowed. Fuel injection system must be OEM to engine make (like engine/like year). No aftermarket throttle bodies are allowed (i.e. billet, castings, etc). Electronic or Mechanical Injectors with a mechanical fuel pump with stock OEM throttle bodies are allowed. OEM Honda, Yamaha, Kawasaki, Suzuki motors that run stock fuel injection must use the stock boot that came with the fuel injection system, as it came from the factory.

**Velocity Stacks:** Aftermarket stock length aluminum Joe's Racing Products velocity stacks are allowed as well as stock plastic velocity stacks. Short velocity stacks are not allowed.

**Restrictor Plates:** Restricted cars must run a King Racing Products restrictor plate, unaltered. These plates will be bolted to the cylinder head below the boot adapter. These plates may not be modified in any manner. Any changes to the restrictor plates will result in an automatic disqualification. No cones or funnels allowed in the carburetor or airbox system. Penalties: See General Rules (7.02) for Illegal Fuel Penalties and (9.04) for Engine Violation Penalties.

**Driver Compartment Adjustments:** NO cockpit adjustable shocks allowed and No adjustable weight jackers allowed. Pan Hard adjuster is allowed, as long as driver can NOT reach the adjuster, while sitting in vehicle. No electronic adjustments of any kind allowed.

**General Rules:** Please read the General Rules & Regulations. All drivers and crew are responsible for knowing and following these rules.

**Protest Rules:** Please reference the Protest Rules (9.02) under General Rules & Regulations. All drivers and crew are responsible for knowing and following these rules.



# 2024 Non Wing Rules

## 2024 Non Wing Rules

All drivers, owners, and crew persons are responsible to follow all the Safety rules, and track rules of Delta Speedway. Any person violating those rules will be subject to suspension, and expulsion from the facilities. This is at the sole discretion of Delta Speedway and its appointed officials.

**Disclaimer:** All rules may be changed/modified/adjusted as needed by Delta Speedway. Rules are designed and enforced to keep competition equal and safe.

**Age:** Minimum age is thirteen (13) years old, or twelve (12) years old with at least two (2) years of prior racing experience in the micro/mini sprints. (Subject to Head Official/Promoter discretion)

**Fuel:** Methanol only. No additives allowed, i.e. Power Mist, propylene oxide, nitro methane, etc. No M5.

**Weight:** 600 NW Class, minimum car and driver weight is 750 lbs. All cars must meet weight requirement using scales provided by Delta Speedway. Cars must go directly to scales as directed by racing officials. Any driver that fails to go directly to the scales will be automatically disqualified.

**Tire Rule:** All 4 corners, Hoosier Tires are mandatory in all classes. Right Rear Tire: All 600 NW cars must use the Hoosier D25, or harder. Grooving and siping will be allowed. 600 cars must use the Hoosier D25, or harder. Grooving and siping will be allowed. No doping is allowed. There is zero tolerance on doping. Suspension of car and driver will result in the event of doping or chemical alteration of any tire.

- Doping is defined as the chemical alteration of any Hoosier tire from its factory condition. Doping is explicitly PROHIBITED. Chemicals, sprays, soaking, bathing, wiping, rubbing, massaging, baking, needling or any act of applying a foreign substance to either the INTERIOR surface of the tire or the EXTERIOR surface of the tire will NOT be allowed. Injecting chemicals through bleeders or valve stems is explicitly prohibited.
- The head technical inspector is given the right to determine altering based on sensory SIGHT (the act of doing) or SMELL (the odor of chemicals within the rubber of a tire not conducive with the factory form).

**Wings:** 600 NW Cars will run NON WING. However, Delta Speedway will strictly enforce any additional paneling installed on cars in order to create an air foil effect. All wing mounting hardware must be removed from car prior to start of any race. No body part may extend beyond the rear down rail. No air foil devices or additional panels will be allowed on hood, tail, and right side nerf bar. We will permit aluminum panels on left side to protect motor.

**Numbers:** ALL CARS MUST HAVE LEGIBLE NUMBERS painted in contrasting colors on both sides of car and the nose. Minimum height of numbers is 8" on the nose, 10" on each side of the tail. Numbers must be separated from advertising so they will be readable.

Engine Rules: All 600 NW cars must run a 4 stroke, 4-cylinder, 640cc maximum engine. A maximum of 2mm over stock bore, as manufactured, is allowed. The cars must be self-starting. After market air boxes and headers are allowed. All cars must have a muffler mounted on the header. No traction control devices allowed.

1. Head clearance no restriction
2. Crank no restriction
3. Cams no restriction
4. Cam gears no restriction
5. Rods no restriction
6. Pistons no restriction
7. Valves and springs no restriction
8. Parts same year as motor no restriction
9. Stock appearing black box no restriction
10. Rotor (trigger) no restriction
11. Clutch plates no restriction
12. Transmission no restriction
13. Charging system working no restriction
14. Cockpit adjustments allowed (no electronic adjustments)
15. Claimer none

**General Rules:** Please read the General Rules & Regulations Rules. All drivers and crew are responsible for knowing and following these rules.

**Protest Rules:** Please reference the Protest Rules under General Rules & Regulations. All drivers and crew are responsible for knowing and following these rules.





# 2024 Super 600 Rules

## 2024 Super 600 Rules

All drivers, owners, and crew persons are responsible to follow all the Safety rules, and track rules of Delta Speedway. Any person violating those rules will be subject to suspension, and expulsion from the facilities. This is at the sole discretion of Delta Speedway and its appointed officials.

**Disclaimer:** All rules may be changed/modified/adjusted as needed by Delta Speedway. Rules are designed and enforced to keep competition equal and safe.

**Age:** Minimum age is thirteen (13) years old, or twelve (12) years old with at least two (2) years of prior racing experience in the micro sprints (Subject to Head Official/Promoter discretion).

**Fuel:** Methanol only. No additives allowed, i.e. Power Mist, propylene oxide, nitro methane, etc. No M5.

**Weight:** Super 600 Class, minimum car and driver weight is 780 lbs. All cars must meet weight requirement using scales provided by Delta Speedway. Cars must go directly to scales as directed by racing officials. Any driver that fails to go directly to the scales will be automatically disqualified.

**Wings:** Cars must run a ten (10) square foot fixed wing or bigger. Front Nose Wings: Front Nose Wings are allowed.

**Numbers:** All cars must have legible numbers painted in contrasting colors on both sides of car and the nose. Minimum height of numbers is 8" on the nose wing, 10" on each side of the tail and 12" on the top wing. Numbers must be separated from advertising so they will be readable. It is recommended that cars have a 12" number on top of the wing facing the front of the car.

**Engine Rules:** All Super 600 cars must run a 4 stroke, 4-cylinder, 640cc maximum engine. A maximum of 2mm over stock bore, as manufactured, is allowed. The cars must be self-starting. After market air boxes and headers are allowed. All cars must have a muffler mounted on the header. No traction control devices allowed.

1. Head clearance no restriction
2. Crank no restriction
3. Cams no restriction
4. Cam gears no restriction
5. Rods no restriction
6. Pistons no restriction
7. Valves and springs no restriction
8. Parts same year as motor no restriction
9. Stock appearing black box no restriction
10. Rotor (trigger) no restriction
11. Clutch plates no restriction
12. Transmission no restriction
13. Charging system working no restriction

14. Cockpit adjustments allowed

15. Claimer none

**Driver Compartment Adjustments:** Cockpit wing adjusters are allowed. Weight jackers allowed. Pan Hard adjuster is allowed. No electronically controlled cockpit adjustments besides wing slider.

**Tire Rule:** All 4 corners, Hoosier Tires are mandatory in all classes. Right Rear Tire: All Super 600 cars must use the Hoosier D25, or harder. Grooving and siping will be allowed. No doping is allowed. There is zero tolerance on doping. Suspension of car and driver will result in the event of doping or chemical alteration of any tire.

- Doping is defined as the chemical alteration of any Hoosier tire from its factory condition. Doping is explicitly PROHIBITED. Chemicals, sprays, soaking, bathing, wiping, rubbing, massaging, baking, needling or any act of applying a foreign substance to either the INTERIOR surface of the tire or the EXTERIOR surface of the tire will NOT be allowed. Injecting chemicals through bleeders or valve stems is explicitly prohibited.
- The head technical inspector is given the right to determine altering based on sensory SIGHT (the act of doing) or SMELL (the odor of chemicals within the rubber of a tire not conducive with the factory form).

**General Rules:** Please read the General Rules & Regulations Rules. All drivers and crew are responsible for knowing and following these rules.

**Protest Rules:** Please reference the Protest Rules under General Rules & Regulations. All drivers and crew are responsible for knowing and following these rules.