



2017 “600cc Restricted” Rules

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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: 10 to 16 in the "600 R" 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 "600 R Novice/600 R 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 600 R cars must use the Hoosier D25, or harder. Grooving and siping will be allowed. No softening is allowed.

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

Wings: Cars must run a ten (10) square foot fixed wing or bigger. Front Nose Wings are allowed. No electronically adjustable wing sliders 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 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 600 R cars must run a 4-stroke, 4-cylinder, 600cc engine. All engines must run the stock stroke, stock bore, stock cams, stock ignition system and stock timing with all OEM internal parts for the model year engine used. No aftermarket or modified ignition triggers are allowed. Stock appearing ignition boxes only made by manufacturer of engine used are allowed. Cam sprockets must not be altered, i.e. no drilling or slotting of mounting holes. No cutting of cam bolts allowed. No aftermarket cam sprockets. 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. 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 600 R 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. Carburetors only. No fuel injection allowed.

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: "600 R" Class 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.