



600 Sprint Division Rules

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A-Class 600 weight is 750 pounds and is for ages 13 and up.

The Restricted A-Class 600 weight is 700 pounds and is for ages 9-16.

The rules and/or policies set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events.

These rules shall govern the condition of all events and by participating in these events, all participants are deemed to have complied with these rules or policies.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The race advisor shall be empowered to permit minor deviation from any of the specifications herein imposed and further restrictions that in his opinion do not alter minimum acceptable requirements.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS.

By participating in said race events, all participants acknowledge that: Racing is a dangerous sport that could result in injury or death to a participant, spectator or official, and the suitability of the track, race conditions, and safety considerations is solely their responsibility.

NO SHIFTER STARTS. Any driver observed to be shifting/Clutching on the start, or any car which appears to be shifting on the start will be placed at the rear of the field.

Drivers shall remain seated in their car at all times with seatbelts secure while on the racetrack, except under an open red flag. Any driver getting out of the race car seat shall be disqualified from that race. Additional penalties may be assessed for sportsmanship incidents that occur while out of the car. An exception will be made for a safety issue such as, but not limited to, fire. The decision by the KSP or Track officials at the time of the violation is final.

Any car that stops in the infield and goes one lap down may not re-enter the race.

Rough Driving – there will be no tolerance for on track retaliation under green or yellow. Any perceived retaliation on the track will be reviewed by KSP officials on a case-by-case basis and may result in a suspension. Any driver receiving more than one black flags on the track for rough driving within a season will also be reviewed by KSP officials and may result in a suspension.

ENGINES & FUEL

All Classes

No traction control.

Methanol only, NO NITRO or additives allowed. Fuel subject to be checked anytime by KSP officials. NOTE: Fuel samples may be taken for analysis and prize money may be withheld until results are known. (Penalty for fuel infraction will result in forfeiture of all points and money won during event detected, and a fine up to \$1000 for first infraction. 2nd infraction subject to suspension up to 1 calendar year.)

Engine 600cc 4 cylinder 4 stroke as comes on a stock production bike for public sale in the U.S.A. No current year production engines.

Except as noted, all internal and external engine parts must remain stock with no modifications, metal removal, blueprinting.

Bore, Stroke and CC measurements will be checked and the following specs will be used to deem what is stock and legal:

http://www.hyperracing.com/Assets/files/tech_department/600_engine/Engine%20Specs.pdf

Compression test will be completed to find the “average” compression of legal stock engines, if an engine significantly above the average compression, KSP officials may pull the head to check for milling, etc.

Valve seat inserts may be reworked. Valves must remain as produced with no modifications.

Valve springs may be shimmed with standard or aftermarket shims.

Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Intake and exhaust ports may not be bead blasted.

Cylinder head gaskets may be replaced only with original equipment manufacturer’s stock parts (All 3 layers of the head gasket must be used). All other gaskets may be replaced with duplicate aftermarket parts.

Light cleaning of gasket surfaces with steel wool, Scotch-Brite, etc. is allowed.

Transmission gears may be shimmed only for the purpose of proper engagement. Standard or aftermarket shims may be utilized. Aftermarket cam chain tensioner allowed for safety of motor. All factory gears must be in the transmission and functioning.

Modification of oil pan & pick up allowed or aftermarket ok.

Modification to thermostat cover allowed or aftermarket ok.

Modification to water pump Cover allowed or aftermarket ok.

Must have a functioning charging system, connected and providing more than 13 volts to the battery while the car is running, also must run a stock flywheel (no metal removal). No switches allowed to turn off charging system while engine is running.

Any air box, stock appearing CDI, aftermarket washable replacement air filter allowed.

No cockpit adjustments of any kind. If a panard adjuster is moveable and accessible by driver, it must be bolted with nylock nuts, no zip ties.

Advanced timing star is allowed.

Restricted Class

Drivers must be a minimum of 9 years old and a maximum age of 16 on Jan 1 of the current season year. KSP officials reserve the right to allow drivers under 9 to compete if they have had prior experience in micros, Jr Sprints, karts, etc. and prove the ability to manage the car and drive safely in hot laps or practice.

Engines must run carburetors, no fuel injection allowed, Billet intake boots allowed. Any 600cc OEM CV carburetors (no flat slides allowed).

Restrictor plate must have hole diameter .750 inside, outside must be tight against inside of boot, absolutely no allowance, plate must be against carburetors. Restrictors must be flat, no cones.

Wings: 10 sq ft. max, left sideboard 24" x 48" max, right sideboard 18" x 48" max, nose wing 18" x 24" max.

Restricted Micro Sprint 700lbs., at the conclusion of the race. Loss of any bolt-on weight during competition will disqualify the individual from that event. The hosting tracks scales will be used, they are the official scales for the event and the car and driver must meet minimum weight on the hosting tracks scales.

A-Class & Non-Wing Class

Drivers must be a minimum of 13 years old to compete in A-Class. KSP officials reserve the right to allow drivers under 13 to compete if they have had at least 2 years of experience in the restricted micro class. KSP officials also reserve the right to disallow a driver between the ages of 13 and 16 to compete in A-Class if they do not have the needed experience and can run in the restricted class.

Fuel injection engines may run carburetors. Injected with power commander/Bazzaz/Guhl/Hyper etc allowed. No mechanical fuel injection. No timing modules allowed. Fuel injection engines running carburetors may change all fuel metering devices to tune fuel curve, Billet intake boots allowed.

Weight Rule: Non-Wing Micro Sprint 750 lbs., including driver, at the conclusion of the race. Loss of any bolt-on weight during competition will disqualify the individual from that event. The hosting tracks scales will be used, they are the official scales for the event and the car and driver must meet minimum weight on the hosting tracks scales.

When running winged A-Class:

Wings: 12sq max or 10sq, left sideboard 24" x 48" max, right sideboard 21" x 48" max. Nose wing 18 x 24 max.

SECTION 5 – CHASSIS SPECS

Any micro sprint chassis is allowed, but it must pass any test prescribed by the safety inspectors. The roll cage must be of a four-post design. No elliptical (oval shaped) tubing used on or as part of the main frame structure. Minimum wheel-base (center of front wheel to center of rear wheel) of 50 inches, maximum wheel-base of 70 inches. Maximum of 50 inches from center of right side tire to center of left side tire for rear axles.

All cars must be equipped with either a tail tank & bladder OR with a safety cell.

Fuel cell securely mounted. Tank used for qualifying heats must remain for all events.

No flammable liquids allowed in cooling systems.

Bumpers and nerf bars are mandatory and must be securely mounted. No aluminum frames, rear bumpers or nerf bars. Aluminum front bumpers are allowed. Nerf bars must not be outside of tires.

Steel, aluminum or titanium brake rotors only.

Any cars with a frame that does not enclose the front axle must have the front axle tethered with "seat belt" material that is securely attached.

The right side opening of body must be a minimum of 8 inches vertical at any point.

KSP has the right to refuse participation to any car it deems unsafe.

Tires and Wheels

Right Rear tire must test with a durometer of 45 for all classes at any time during the event. Beadlocks recommended on all wheels. Approved RR tires are Hoosier Racing Tire 69/10-10 (ASCS2, D35 or NMMA tires), American Racer 70/13-10 (SPEC, MD53 or MD57).

SECTION 6 – SAFETY EQUIPMENT

All drivers are required to wear SNELL 2005 or 2010 approved helmet, a fire NOMEX uniform, protective gloves (with all the fingers), head sock and arm restraints during competition.

All cars must be equipped with adequate seat belts, shoulder harness and crotch strap. KSP strongly recommends a five-point hookup with 3 inch belts (2 inch belts only for smaller drivers). All seat belts should be up to date, check the manufacturing date, should be less than 5 years from that date or they are expired.

KSP strongly recommends the use of a HANS or other head restraint system, and fire retardant underwear. Any driver not using a head restraint system must wear a collarbone pad/neck ring.

SECTION 7 – MISCELLANEOUS

SPORTSMANSHIP

Micro Sprint car racing is a very emotional sport. As such, good sportsmanship is the key element of any competitive racing program. This must include respect for all participants – drivers, owners, pit crews, and officials. For our part we will make every effort to be consistent with our rules regardless of whom or what is involved. We will treat all participants with respect and expect similar treatment in return. A racer's pit area is his castle – therefore please stay out of other racer's pit areas, especially after an incident where you have been involved with that racer. Drivers – remember that you are responsible for the actions of your crews. Any offending parties will be fined appropriately and disciplinary actions will be initiated as deemed necessary.

Any driver/crew making derogatory remarks (on social media or internet message boards) about KSP or officials are subject to suspension.

Tech Failures

Any driver/car owner that refuses to be teched will be DQ'd from the event, forfeiting all points and money from the event and will be suspended for 2 additional races.

Any driver/car owner that fails tech at an event will be DQ'd from the event, forfeiting all money from the event and will be subject to pre-race tech for the same infraction at the next event. Any driver/car owner failing post race tech a second time for the same infraction within the season will be suspended for 2 additional races.

Any driver/car owner that fails tech for any infraction three times within a season will be suspended for the remainder of the season. Three strikes and you are out!

Protest Rules: Any protest must be made to a KSP official before the drop of the checkered flag for the feature event. All fees must be paid in cash at the time of the protest. Only a driver or parents (if under 18) can file a protest. Protestor must have finished in the top 5 in the feature on the night of protest and the car being protested must also be in the top 5 in the feature on the night of protest. Protestor can only protest one car on a given race night. A protested item must be specifically identified and measurable to determine legality. Protested item, process, timeline, who will perform tech and cost will all be determined and agreed by Protestor and KSP before protest if officially filed. Payout will still be given at an event to protested car, but if found illegal, penalties will be accessed.

Protest Fees (Figures In Parenthesis Are Filing Fees)

Motor Protest - Amount based on part protested and work required to check (\$500 - \$400 to protested and \$100 to KSP).

P & G fuel test \$500 (\$100 to KSP).

Other technical protest: \$200 (\$100 to KSP) item in protest must be approved by KSP official, cannot require motor tear down and must have an agreed method for tech process, I.E. Third party, etc.

Rain Outs

In the event a sanctioned race is rained out prior to the completing of all races and rescheduled for a later date, the entry fee shall be rain-checked for those who have already paid. At the rescheduled race, all races shall be rerun and all drivers will redraw for starting positions. In the event no races have been run and the event is not rescheduled, entry fees and pit fees shall be refunded (per track). One lap over half-way through an A Feature event shall constitute a complete race in the event a race is stopped due to bad weather. If a race is stopped by use of the red flag and is ruled completed, the finishing positions will be paid according to the last officially scored lap by the leader previous to the red flag.

RaceCeiver Radios must be used by tracks that require them.

No two-way radio communications with the driver will be allowed. If a driver is caught with cell phones or any other listening device other than the RaceCeiver will be DQ'd and possibly suspended.