



1. Management reserves the right to reject any entry.
2. Management has the right to check any car anytime at no cost or protest fee. Refusal of this right will result in forfeiture of all monies earned at the particular event or if prior to competing, the right not to compete.
3. Any deviation to the following rules must be passed by the technical inspector. Disqualification may occur per track officials.
4. No crew members are permitted around the scales when weighing cars. Disqualification may occur per track officials.
5. No competitors are allowed to be around cars that are under tech inspection. Driver and ONE crew member only unless instructed by tech officials otherwise.
6. Any car found to be illegal after the feature will be disqualified and lose all points and money earned for the night. Driver and/or car owner of any car found to be illegal after the feature, as far as engine or fuel may be suspended for the minimum of the following: two race meets. Major offenses, as determined by management, could result in total suspension at said track.
7. Get your car on track promptly for the start of the race. When the pit steward calls your car for your race, get it out on the track in time. Cars not on track in time will have to start in the rear. After the starter has given a signal to pole car to move, any car coming on the track automatically falls in at the rear of the field.
8. Use good judgment when car malfunctions by staying out of the racing groove so as not to hinder others.
9. Please refrain from use of profane language or repeated criticism of officials. This could result in suspension of the car and driver. Driver is responsible for any misbehavior of any person or persons signed into the pits with their crew.
10. Alcoholic beverages are not allowed in the pits until all races are complete. Violators will be suspended from competition for a time designated by officials. Driver is responsible for anyone with their car.
11. Any driver retaliating after the checkered flag will not be allowed to race the next race they are eligible to run.
12. Any party who willfully or maliciously uses a race car on the track or in the pit area to injure, destroy or damage another person or personal property will be suspended plus subject to arrest.
13. No one is permitted at the pit fence during racing activities.
14. No one is allowed to ride in or on a racecar at any time.
15. Unsportsmanlike conduct on track or pit area may lead to suspension of car and/or driver.
16. Anyone fighting in pits or on track will be subject to disciplinary action.
17. Any crew member caught going into another team's pit area and/or trailer that results in a brawl or fight will automatically be subject to disciplinary action that will be deemed appropriate by speedway officials or track management that could include point loss and/or fine and/or suspension and/or probation. Maximum fine of \$1,000.
18. There will be no harassment of officials, tow truck operators, safety crews or ambulance crews. Anyone striking or threatening an official with bodily harm will be suspended permanently.
19. Any driver involved in a red flag accident must be checked by the ambulance crew.

20. Drivers may not get out of their race cars on the track, except in emergencies. Drivers getting out of their car are done for the night and the following week. Drivers getting out to fight will receive a fine and/or suspension.

21. Any crew person going to the announcer's booth causing a disturbance will cause the car they are with to risk disciplinary action. Once again, the driver is responsible for the crew.

22. No infield running. Drivers coming off of the infield causing an accident will be disciplined.

23. Drivers & teams are responsible for conduct regarding social media towards the Mcgrewbid Motoplex, track officials, and/or divisions. Actions can result in possible suspension, point loss, and/or probation and will be determined by management.

24. Anything not covered in the rulebook is subject to the official's discretion because it is not addressed, do not assume it's legal.

25. Work Area: A designated work area will be provided for cars in the front pit and a work area for the cars in the back pit. Cars will only be given time to work on their cars in the feature only and only two laps will be given for a flat tire before halfway. After halfway there is no time given for a flat tire. Cars that do not go to the designated work area for a flat tire will not be given any time. No laps given for a flat tire in the heat races.

26. Flashlights, glow sticks, anything electrical and/or two-way radio communication or any electric communication with drivers will not be permitted.

27. Highly recommended that race cars have on board fire extinguishers or suppression systems.

28. Highly recommended that all race car trailers have fire extinguishers located at an easily accessible location.

29. Cars that exit the Turn 2 ramp under their own power from the racetrack will be disqualified for that event. The only exceptions would be unless they were told by the race director or being towed/pushed by speedway officials.

30. Any competitor and/or crew member who attempts to and/or does physical abuse to any event official, including pushing, punching, touching, grabbing, and/or grabbing officials' equipment, etc., will be subject to disqualification and/or fine, and/or suspension, and/or legal action, and/or any other action deemed appropriate by track officials or track management. Maximum fine = \$1,000.

31. Any competitor and/or crew member who verbally abuses any event official, event staff, and/or employee of McgrewBid Motoplex will be subject to disqualification and/or fine, and/or legal action, and/or any other action deemed appropriate by track officials or track management. Maximum fine = \$500.

32. Any competitor and/or crew member who goes into another competitor's pit area or to any a competitor's car and becomes involved in any type of altercation will be subject to disqualification and/or fine, and/or suspension, and/or loss of points, and/or any other action deemed appropriate by track officials or track management. Maximum fine = \$1,000.

33. Any competitor and/or crew member involved in an altercation that results in physical contact will be subject to disqualification, and/or fine, and/or suspension, and/or loss of points, and/or any other action deemed appropriate by track officials or track management. Maximum fine = \$1,000.

34. Any competitor who fails to quickly stop for a red flag or drives through the incident area will be subject to a two running position penalty and/or disqualification, and/or fine, and/or

suspension, and/or loss of points, and/or any other action deemed appropriate by track officials or track management. Maximum fine = \$500.

35. Any competitor and/or crew member who goes out onto the racing surface or any other controlled area including infield when closed to team members without permission under a controlled period will be subject to disqualification and/or fine, and/or suspension, and/or loss of points, and/or any other actions deemed appropriate by track officials or track management. Maximum fine = \$500.

36. Drivers Meeting

a. All drivers must attend the drivers meeting. Drivers in violation of not attending the drivers the meeting could face a fine, loss of driver's points, owner's points, and/or suspension.

b. The number of race cars starting each event and the number of laps for each event may be announced at the drivers meeting.

c. Any changes in the basic event night program due to car count, track conditions, and/or any Other circumstances may be announced at the drivers meeting.

### **Frame Construction**

- Minimum 1-1/4" O.D. x .065" wall or 1-1/8 OD x .083 wall 4130 condition N tubing on main roll cage tubing and uprights as well as bottom rail.

- 6 point minimum vertical uprights to support top roll cage with maximum 50 degree bends. A left arm bar bent more than 50 degrees does not meet the requirement.

- Maximum 17" of unsupported span on the main top cage. Vertical supports or gussets can be used to support the long spans of top roll cage sections.

- All 4 corners of the top roll cage must be gusseted with 4" minimum gussets 3/4" OD x.065 tubing.

- No slip joints allowed anywhere on the frame.

### **Head Clearance & Halo**

- A minimum 5" of clearance for wingless and 3" for winged from the top of the drivers helmet to the top of the roll cage, when seated in normal driving position, directly above the head.

- If the clearance is less than 5", a 3 or 4 point halo (bolted clamped or welded in) must be used to provide proper head clearance.

### **1. Frame Construction (starting in 2025)**

- Minimum 1-1/4" O.D. x .065" wall or 1-1/8 OD x.083 wall 4130 condition N tubing on main roll cage tubing and uprights as well as bottom rail.

- 6 point minimum vertical uprights to support top roll cage with maximum 50 degree bends. A left arm bar (Smith Bar) bent more than 50 degrees does not meet the requirement.

- Support Bars, if frame is minimum 1-1/4" x .083" no support bar is required, otherwise:

- Option 1. Maximum 17" of unsupported span on the main top cage where the supports are ones that are no less than 75 degrees off main cage and have no more than a 30 degree bend. Must extend from the top cage to no more than 7" from the hip rail.

- Option 2. Maximum 14" of unsupported span of the main top cage where the supports are ones that are no less than 45 degrees off main cage and have no bends.
- All 4 corners of the top roll cage must be gusseted with 4" minimum gussets 3/4" OD x.065 tubing.
- No slip joints allowed anywhere on the frame.

## **2. Head Clearance & Halo (starting in 2025)**

- A minimum 4" of clearance for wingless and 3" for winged from the top of the drivers helmet to the top of the roll cage, when seated in normal driving position, directly above the head.
- If the clearance is less than specified, a 3 or more point halo (bolted clamped or welded in) must be used to provide proper head clearance.

## **Seat**

- A full containment seat is highly recommended. If a full containment seat is not used, vertical or horizontal side frame, frame bars on the left and right side to protect the driver are mandatory.
- Head supports on the seat should be the same height as the driver's ears.
- Use seat manufacturer recommended sizing to be sure the seat is properly fitted to the driver at the waist, hips, shoulders, and head.
- A quantity of (4) 3/8" bolts must be used to securely mount the seat.
- Large diameter (fender) washers must be used if the material thickness of the seat at mounting area material is less than .090"
- Seat can not be mounted such that it protrudes below the bottom rail.

## **Seat Belts**

- See supplemental SFI Seatbelt Mounting Installation document for proper seatbelt mounting methods.
- Five point belts, lap belts, shoulder belts and crotch belt are mandatory. Six point belts are optional. Minimum 5/16" bolts or proper wrap around (not on bottom rail) mounting required.
- Lap Belt Angle: 45° to 80° from the horizontal.
- All shoulder harnesses must be mounted so that straps loop over a bar. This bar must provide the shoulder belts with a 0" to 2-1/2" above the perpendicular line of the drivers chestline to top of shoulders.
- Seat cutouts for shoulder belts and shoulder belt bar must be located such that they do not contact the seat.
- No sharp edges on the seat for any belt cut outs.

## **Body**

- Full sprint car type body must be used.
- Chain Guards .060" aluminum chain guards or a full arm guard must be installed where chains are exposed to the driver.

- Firewall between the driver and the engine compartment is mandatory. Minimum thickness is .050" aluminum, or fiberglass or plastic that is .090".
- Any body panel may not extend past the body surface more than 3-1/4". This includes rear sail panels.

### **Added Weight**

- Any material used for the purpose of making the weight limit must be welded or securely bolted to the car frame. No liquid or loose ballast will be permitted. The weight must not be able to move during the race.

- A maximum of 8 gallons of fuel may be used.

-Added weight is highly recommended to be painted white with driver/team number. Penalties could be assessed if weight is determined to be off a race car.

### **Fuel**

- Methanol Alcohol fuel only. No Gasoline.
- Top end lube is legal.
- No performance enhancing additives in fuel or top end lube.

### **Bumpers and Nerf Bars**

- Front & rear bumpers, right & left nerf bars are mandatory.
- Nerf bars can not exceed past the outside of the rear tires by more than 2" and must be no more than 4" inside of the rear tires.
- All bumper ends must be bolted to the chassis. No rivets or pins of anytype may be used.
- Front bumper can not extend past the frame by more than 8".
- The car must start the race with all bumpers intact. It may finish the race without a front bumper, but nerfs and rear bumper must be on the car to race (one leg of 3 point or 2 legs of a 4 point nerf may be cut off in hot pits if necessary to keep racing).

### **Brakes**

- All cars must be equipped with properly functioning rear brakes capable of locking up the rear tires. Front brakes are not mandatory.

### **Driver Safety Equipment**

- Helmets must be one piece full faced and Snell rated not to exceed three prior "Snell years" evaluated Jan. 1 of that race season. No damaged or cracked helmets.
- Full SFI-3.2A/5 rated driving suits are mandatory
- Arm restraints and gloves are mandatory
- Neck collars or head & neck systems are mandatory and are to be worn according to the manufacturer's recommendations.

### **Wheels**

- Only 10" diameter wheels can be used.

### **Fuel Pump Relay**

- A fuel pump relay that turns the fuel pump off when the engine stops running is mandatory. This is critical when the driver becomes unresponsive or mentally stressed in an accident where a fuel line has been compromised and the ignition is not turned off. Without a fuel pump relay, a large, sometimes uncontrollable fire can result.
- All late model 600cc engine ECU's have a dedicated wire to trip a fuel pump relay.

### **Rear axle Safety Pins**

A safety pin used on the end of the rear axle, after the nuts, will keep the tire from falling off when the nut comes loose. The use of rear axle safety pins is highly recommended.

### **Fire Suppression System**

Highly Recommended An onboard fire suppression system can give the driver time to get out of the car. How many nozzles you need and where to position them is sometimes mandated by track rules. So check your track rules first. If there are no mandates, then consider positioning one or two nozzles on the driver (do not point at the head or face) spraying from the right side toward the engine side, and then one where the fire is most likely to start, like behind the injection area. The discharge nozzles spray in a cone shape, so just getting close to the target is fine.

SFI and FIA both require Fire Suppression systems to be recertified every two years.

Nomex Racing Suit & Underwear

Wear at least a 2 layer SFI-3.2A/5 Nomex Racing suit in combination with Nomex long underwear (head sock, gloves, underpants, under shirt,

### **Tire Rule:**

- Hoosier Tire U6SA mandatory on the Right Rear corner and the other 3 corners are open tire.
- No tire doping or treating on any of the 4 tires.

### **2024-2026 600cc U6SA Engine Rules**

Terms & Conditions:

a) If a change or modification to the stock engine or its parts is not included in these rules, then the modification is considered legal.

b) The word "stock" means un-modified factory original parts or components.

c) No mixing engine parts from other motorcycle manufacturers. For example: Only Yamaha parts can be used in a Yamaha engine.

The case determines the model year and that is what determines the stock bore & stroke for that engine.

### **2) Overall Engine**

a) No limited production race motors allowed. Must be a production motorcycle

engine, 4 cylinders 4 stroke.

- b) No titanium anywhere in or on the engine, unless it comes stock from manufacturer of engine on the production bike or used as bolts in aftermarket rods.
- c) Must have engine, clutch, and transmission all in one unit.
- d) Must be Chain Drive.

### **3) Bore and Stroke**

- a) 600cc Maximum displacement for an engine model that was new in 2006 or newer. Older engines maximum displacement is 637cc. Engine model is defined as a manufacturer redesign of overall engine. See Specification list.
- b) No strokers or de-stroked engines.

### **4) Head and cams**

- a) NO PORTING or deporting of intake or exhaust runners.
  - i) Valve jobs, valve grinding, valve seating, valve seal modification and valve seat cutting are allowed.
  - ii) Valve seat inserts may be reworked or replaced with any seat of original dimensions. Any dimensional thickness of the stock inserts may not be increased. Valve seats can be ground with multiple angles. Blending of the valve seat into the head is permitted but cannot extend more than 1/4" into the aluminum head measured from where the seat meets the head.
- b) OEM Head only.
- c) Valves cannot be larger in diameter than factory stock valves.

### **5) Bottom End**

- a) No machining to remove weight from the crank (balancing of crank is ok) (no after-market cranks) (no lightweight cranks) No polishing or coatings of any kind.
- b) No aluminum connecting rods.
- c) No dry sump systems are allowed unless it comes from the motorcycle manufacturer as original equipment.

### **6) Clutch/Transmission**

- a) No removal of clutch.
- b) Clutch must remain operational.
- c) No modification to the stock transmission gears, no close-ratio gears or nonstandard gear-ratios. All gears must remain in transmission, no removing any gears. No polishing or coatings of any kind.

### **7) Ignition**

- a) No aftermarket ECU's, stock appearing ECU only. ECU must be a production ECU that was originally supplied by the same manufacturer as the engine. Racing ECU's may be used, as long as they were originally supplied by the same manufacturer as the engine. Ex: Honda motorcycle engines must run

## **2024-2026 600cc U6SA Engine Rules**

U6SA Page 2 of 3 Issue Date: 12/1/20

ECU's that were supplied by Honda on their motorcycle engines. Re-flashing of ECU and factory race ECU's are allowed. Rev limit for all 600cc (nothing larger than 600cc) engines is 16,100 rpms. Rev limit for all 636cc engines is 14, 800 rpms. U6SA specified Rev Limit must remain intact at all times (no switched or gear specific limiters). If a computer is hooked up to check the ECU it must be set to U6SA specified rpm's, no tolerance. See specifications list for RPM limits.

b) All cars must have the PA standard connector for the track to check engine rpm rev limit. These are available from the chassis manufacturers and engine builders, and at the track. All cars must leave intact the rpm wire coming from the ECU.

c) No gear position sensor may be used. The sensor may be in place on the engine but cannot have any wires connected to it. Gear position wire from ECU may not be switchable.

d) No traction control device.

e) No more than one ECU box present in or on car.

f) A 50 rpm over rev tolerance for the purpose of tech inspection is acceptable. (Note: this does not mean you can turn up the rpms in any ECU by any amount).

g) Switchable wires for changing ignition maps, fuel maps, or rev limits must be contained and secured in the wiring harness. (the wires must be taped up, not visible, and unable to be switched in any way).

h) Electric fuel pump safety relay must be installed on all cars equipped with an electric fuel pump, including lift pumps for Mechanical Fuel Injection systems. This relay must automatically shut off the electric fuel pump when the engine stops running.

## **8) Air Induction system**

a) No mechanically forced induction (turbo charging, supercharging).

b) Any carburetors may be used on any engine, regardless of year of engine.

i) Note: Switching to carburetors on engines that came with fuel injection usually increases the rev limiter due to the removal of the injectors as the ECU cuts fuel to limit rpm's before it cuts the ignition. A reflash of the ECU will be required if using carburetors in order to comply with the rev limit rule 7. a)

c) If the engine did not come from the factory with fuel injection, fuel injection may not be used.

## **9) Exhaust**

a) A muffler must be used with the exhaust system that will keep noise levels within individual track limits.

## **10) Charging system**

a) No removing the charging system, it must remain in complete working order,



no factory racing charging systems.

### **11) Self Starting**

a) The engine must self-start at the beginning of the event. If it does not self-start, the car may be pushed off and must start at the rear of the event as the penalty.

### **12) Fuel**

a) No fuels other than alcohol, gasoline, and/or top lube. Non flammable top lube only, no exotic fuel additives, no oxidizers, no fuel enhancer top lube.

b) Fuel tanks must contain a bladder. A fuel tank with a bladder is further defined as a plastic outer shell with a rubber inner container.

### **13) Minimum weight**

a) The minimum weight at all times is 800 pounds for winged classes and 775 pounds for wingless classes, car and driver. If weight is added it must be firmly bolted in place.

### **14) Transponder Location**

a) Transponder location is 21" from

### **15) 600cc U6SA Wing Rule**

#### **1. Top Wing**

a) Center air foil can not exceed 12 sq. ft. (1728 sq. in.) of surface area. Surface area is defined by the length x width of the flat plane of the largest projection of the center foil.

b) Top Wing must not extend beyond the outside of rear tires or behind the rear bumper.

c) Center foil must be square or rectangular in shape with all 4 corners set to 90 degree angles.

d) Center foil must be one piece. No split or bi-wings permitted.

e) Maximum dimension of each side panel is 54-1/4" x 24-1/4". Only two side panels allowed.

No

kick-out allowed. Panels must be parallel. Maximum of 2" deep side panel, this is the protrusion of the stiffening members not including the struts (tubular or flat bar bracing).

#### **2. Nose Wing**

a) A nose wing is optional.

b) Center air foil can not exceed 4 sq. ft. (576 sq. in.) of surface area. Surface area is defined by the length x width of the flat plane of the largest projection of the center foil.

c) Nose wing must not extend beyond the outside of the front tires., or beyond the front bumper.

f) Center foil must be one piece. No split or bi-wings permitted.

d) Maximum dimensions of each side panel is 10-1/4" x 24-1/4". Only two side panels allowed. Panels must be parallel. No kick-out allowed. Maximum of 2" deep side panel, this is the protrusion of the stiffening members not including the struts (tubular or flat bar bracing).

## **Starts**

- a. The race will begin immediately once the racing surface is clear and the cars are properly aligned in their assigned starting positions.
- b. Any driver, team, and/or car, who purposely attempts to hold up the start of any race will be placed at the rear of the lineup and could be disqualified from the event, suspended and/or fined at the discretion of the track officials.
- c. Once the allotted time (announced at the drivers meeting) allowed for being on the track or in the push-off lane, ready to race, has expired, any late car will be penalized two starting positions. Any car pushed after the field has started assembling must start at the rear of the field. This rule may be adjusted from time-to-time at the discretion of the track race director.
- d. All starts and restarts will take place at a consistent speed. Consistent speed will be at the discretion of track officials. Initial starts will take place within a designated area that will be identified at the drivers meeting. Drivers out of line or jumping the start before the start of the race will receive a warning. The second offense, the driver will be penalized and will be moved back one row. Restarts will take place within a designated area that will be identified at the drivers meeting. Any car out of line and/or passing before this point on a restart will be penalized two positions on the ensuing restart. If an offending car is located on the last row of the starting grid then that car is allowed to restart but will be penalized two positions from its finishing position. If the same car commits a second offense it shall be disqualified from that event. All front row cars must choose their racing line coming out of turn three and must maintain that line until the start or restart occurs. Failure to do so will result in a two-position penalty.
- e. In the event the race is not properly started by the two front row cars, the responsible car(s) will be moved to the second row. Car(s) will receive a warning the first time. Failure to acknowledge and comply on the ensuing restart will result in the car(s) moving back a row. Failure to acknowledge and comply with the "move back" signal will result in instant disqualification from the racing event.
- f. Alternate starters for any race will not be permitted to start any race after the original start has taken place.

## **Single File Starts**

- a. After the initial lap is complete, the following divisions will use single file restarts for all restarts: Winged 600 Micros, Wingless 600 Micros, Junior Sprints
- b. A restart cone will be placed on the front straightaway. Cars will assemble in a single file running order.
- c. All cars must pass to the right of the restart cone in a single file, nose-to-tail manner.
- d. If a car passes to the left of the restart cone, hits the cone, passes another car before reaching the cone, is not in a proper nose-to-tail alignment, and/or is guilty of an excessive gap between cars, then that car will be penalized two positions after the next change of flag or at the end of the race, whichever comes first. Any car in the last two running positions of the restart that commits an offense will be allowed to restart but will be penalized two finishing positions. If there are multiple violations, the car may be disqualified from the event.

## **Racing**

- a. Any car that does not race on the designated racing surface in order to better its position will be black flagged and penalized at the discretion of the track officials.
- b. The maximum number of event laps will be stated by the race director during the drivers meeting but may change due to extenuating circumstances.
- c. Cars and/or teams will not be permitted to be “pushed-off” during any green flag conditions. An offending car will be automatically disqualified.
- d. At the discretion of the racetrack officials, any car that is involved in two single car spins that are unaided may be disqualified from the event. If the car spins unaided for the third time, it will result in an automatic disqualification from the rest of the night.
- e. Per the originally posted lineup, if one or more cars fail to start or are involved in a crash before one lap is completed, we will crisscross. We will continue to crisscross when lining up double files.
- f. At the discretion of track officials, any car that intentionally brings out a caution period will be disqualified from the event.
- g. All races must be completed. This means if the yellow flag is displayed or caution lights illuminated prior to the leader receiving the checkered flag under the flag stand with timing and scoring, that race will be restarted and run the scheduled number of laps. Under certain conditions, at the discretion of track officials, and/or in the safety of the track this may change due to weather, timing, and/or township rules.
- h. If a race is red flagged due to weather conditions and cars are sent to the pits, then all work including tire changes are permitted.
- i. Any cars that require a push start during a yellow caution period will be considered involved in the incident which brought out the yellow flag and that car will have to restart at the rear of the field. Any cars that stop, either on the racing surface and/or in the pit/designated work area, during a caution period, will restart at the rear of the field.

## **Time Limits**

The following time limits will be implemented:

1. 10 minutes for all heat races
2. 30 Minute Time Limit For Winged 600 micro Sprints, Wingless 600 Micro Sprint and Junior Sprint Features.
3. If the division is not listed here, the race director will announce the time limit at the drivers meeting. For special events with extended laps, the time limit will be announced at the drivers meeting.
4. The above time limits will be implemented no matter how many laps are complete.
5. Red flag time will not count until the halfway point is reached. Once the halfway point is reached, red flag time will count towards the overall time.
6. The feature event will be considered a complete event when 50% of the scheduled or announced laps have been completed. E.I.R.I. (Except In Rare Instances). m. Officials may complete an event, at any completed lap count, at their discretion, if a condition or circumstances create a reasonable inability to continue. The race will be considered complete unless announced otherwise.

7. If, when officials determine in their sole discretion that unforeseen circumstances prevent the completion of the advertised distance or make it impractical to continue or complete the race within a reasonable time after it has been stopped, the race will be considered officially completed as of the last lap completed by the leader prior to the race halt. The finishing positions will be determined as they would have held if the race had been restarted.

8. Duplicate cars with the same numbers will require a letter next to the number on both side boards. The letter will need to be big enough for scorers and track officials to score. Failure to do so will result in that car not being scored for that said event.

### **Red Flag**

a. All red flags are considered closed red flags unless track officials determine it needs to be an open red. In an open red flag, a work area may be designated on the racing surface. All cars will be moved to the designated work area on the racing surface before work begins.

b. When the red flag is displayed, all cars on the racing surface and in the pit areas must come to a complete stop in a controlled manner while not stopped and/or driving through the area of the incident. Cars are not permitted to move for any reason unless instructed by track officials. Any car that moves during the red flag without permission will be penalized and/or parked.

c. At the discretion of track officials, a work area may be designated on the racing surface. All cars will be pushed to the designated work area on the racing surface before work begins.

d. During the red flag situation, all drivers, unless involved in the incident, must remain in their car unless otherwise instructed by track officials.

e. During any red flag, once the field is stopped, the race director may offer the opportunity for any car to pit by signaling to do so with instruction over the one-way radio. Any car that pits for service during the red flag period will surrender its starting position and have to restart at the rear of the field and/or if the race is cancelled due to inclement weather, the car will be scored behind those cars which did not pit.

f. If the race is red flagged due to inclement weather conditions, work and tire changes will be permitted.

g. CLOSED RED: The track will be closed. Crew members will not be permitted on the racetrack and/or to their race cars.

h. OPEN RED: The race director will determine when the track is open. Any repairs and/or adjustments, except changing a tire or wheel, can be made to the racecar. When the race director determines that the racing may resume, an air horn designating the start of a two-minute work period will be sounded. At one-minute remaining, the air horn will be sounded twice. At the end of the two-minute period the horn will be sounded, officially ending the work period. Crews must be clear of their car when the two-minute period has expired or be penalized two running positions. Last row cars violating this procedure will be penalized two positions from their finishing position. Any car still being worked on once the field has started assembling will be disqualified and not allowed to re-enter the race.

### **Weighing/Scales**

a. All cars will weigh directed by announcement, radio message, or posted at the designated scales, per the weight rule and track layout. All cars must weigh in immediately following their

races as directed. Any detour, redirection, mud puddle meandering, may result in disqualification or penalty.

- b. The winner must weigh prior to any winner's circle interview or presentation.
- c. Anydetour to the scale may result in loss of finish position or time. Should any car stop on the way to the scales and be touched by anyone other than a race official, the driver may be disqualified. Any car not meeting the minimum weight after the designated event will lose its time, and/or finishing position from that event.
- d. The scales used for the event, provided by the series or the track, will be considered the official scales for the event.
- e. Scales will be available for any team to verify its car weight as determined by the official scales for that event.
- f. The number of cars to be scaled nightly will be announced at the drivers meeting, on the pit board, and/or instructed via the driver's one-way radio.
- g. At the scales the car must present them selves directly onto the scales. The figure shown is the official weight for that car.
- h. Officials will allow a car to re-scale one time by backing off the scale and pulling back on. Reading of the second attempt will become the entered weight.
  - i. If at the scales the car fails to meet the minimum weight, the following penalties apply:  
Time Trials: The car forfeits the earned time trial and must start last in their heat race.  
Heat Race: Car is penalized for that event but remains eligible for the next qualifying race.  
Preliminary Mains, LCS, and Feature: Car and driver will be scored in the last finishing position of the race.

### **Traction Control Devices**

- a. Traction control devices of any type are not permitted at any time, during any event.
- b. From time-to-time, random inspections will occur, and various components may be impounded for further analysis and inspection including but not limited to ignition systems, ignition boxes, wiring looms, and/or tachometers.

### **Post Race Inspection:**

Any car that is ordered to the post-race technical inspection area will be checked by the officials to determine if it has conformed to the general as well as the specific rules. Any member who fails to tear down an engine for inspection when requested to do so by the track official, will be subject to a fine not less than \$500, and/or definite or indefinite suspension from MCgrewBid Motorplex and loss of money earned during the event.

### **Protests**

- a. If a competitor believes that another competitor running in the same event has or will obtain a significant unfair competitive advantage by some action that they believe is in violation of the track rules, they must protest such action to a track official. The protest must be made in writing by the driver, crew chief, or car owner within fifteen minutes after the completion of the event.
- b. Each protest shall be accompanied by a \$750 protest fee. The team/car that is protesting will also be teched for the same component as the car being protested at that team's own expense.
- c. The track official will decide whether the matter is valid and if so will decide as promptly as

possible and will inform all parties of the decision. In deciding the protest, the track official may take whatever action deemed appropriate to further the interest of fairness and finality in competition results. Such action includes, but is not limited to, revising the official race results, imposing penalties, disqualification, suspension, monetary fine, subtracting points, or taking no action.

d. Matters not subject to protest: No protest will be accepted that is directed to a decision of a track official or supervisory official on any subject.

Any car may be checked for engine, chassis, oil, fuel, tires, wheels, rear ends, or sound legality at any time by a McGrewBid Motoplex technical inspector or official. Upon entering a car for McGrewBid Motoplex competition, the driver (and possibly the owner) is responsible for the legality of their car and will suffer all penalties resulting with the car violating these rules. Refusal to submit a car, engine, or parts for inspection or measurement upon the request of a McGrewBid Motoplex technical inspector will result in an immediate disqualification and possible suspension by McGrewBid Motoplex management.

No equipment or race car will be considered as having been approved by reason of having passed through inspection "unobserved." Regardless of a car passing prior inspections, compliance with all rules must be made at each post-race inspection. No expressed or implied warranty of safety shall result from the technical inspection or approval. Any rules or guidelines not covered will be governed at the discretion of the BAPS Motor Speedway management and the technical inspector.

Enforcement of Specification Rules: All McGrewBid Motoplex approved weighing, measuring, and testing devices used by the McGrewBid Motoplex technical inspector are the standards that will determine compliance with the rules and regulations. A competitor's equipment, gauge, or instrument will have no bearing on the enforcement of these rules.

Impounding— McGrewBid Motoplex officials reserve the right to impound any racecar or remove any component on a racecar (including the engine) at any time.

Confiscation of illegal or unauthorized components— The use of illegal or unauthorized components on racecar will result in the confiscation of the said components. These components will then become the property of McGrewBid Motoplex and will not be returned. Failure to surrender the illegal parts will lead to a minimum two-week suspension (mandatory) for the car owner, car, and driver. This will turn into an indefinite suspension until the said illegal component is turned over to McGrewBid Motoplex management.

New Enforcement Procedures, Equipment, or Methods: Due to the rapidly changing technology of motorsports, McGrewBid Motoplex officials will continue to develop new procedures, equipment, and methods to enforce the rules and guidelines contained within this rulebook or succeeding rules bulletins. These procedures, equipment, and methods will be based on common sense, consistency, impartiality, and fair play. These procedures, equipment, and methods may be introduced at any time without prior notice to the participants.

Any competitor who refuses tech will automatically be disqualified and will be scored last in that event. The competitor will also forfeit his/her earnings and points on that race night.

Laboratory Testing: MCGrewBid Motoplex could conduct laboratory analysis of fuels. Samples for lab analysis may be taken from a competitor's fuel system at any time at the discretion of the Technical Inspector. Laboratory results will be the final determining factor of whether illegal performance additives are present in the particular fuel sample.

The specific elements which will be searched for include: aldehydes, aminodiphenyl, benzene (in excess of EPA limit), benzidine, beryllium compounds, bromine compounds, butadienes, chlorinated compounds, chromates, dioxanes, ethyl acrylate, ethylene oxide, hydrazine compounds, methylene dianiline, naphthylamine, nitrogen compounds (nitromethane, et al.), styrenes, toluidine and xylidine. Also added to this list will be substances deemed to exceed the Threshold Limit Values (TLV) or Biological Exposure Indices (BEI) as listed by the American Conference of Governmental Industrial Hygienists (ACGIH).

Any and all fuel that tests cloudy, does not smell proper, or fails to meet specific gravity standards will be deemed illegal and will not be permitted to run. The base fuel for testing will be the track fuel. No exceptions.

MCGrewBid Motoplex is private property. Any person on this property without the permission of the management of MCGrewBid Motoplex is guilty of trespass and subject to the penalties prescribed by law. Through the purchase of a pit pass or admission ticket, a person is given the authority and the right to be on this property in conjunction with the related racing activities. However, management reserves the right to revoke or cancel this authority at any time that it feels that person's presence or conduct is not in the best interest of the sport of auto racing, fellow competitors, the fans, management, and the employees of the speedway.

Posted at the pit shack during sign in and on lineup boards: Payouts are only paid until 30 minutes after the final checkered flag on race nights. Payouts must be picked up and will not be mailed. If your class is teched and you are not willing to wait until tech is completed, you can receive payout for the place where you finished that night, however payout for the place is frozen and will not be adjusted if tech results in a change in the race finish.

### **Point Standings**

a. In the event of a tie in the final point standings, that tie will be broken by the number of wins at MCGrewBid Motoplex. If there is a tie in wins, it will then be broken by the most top 5's at MCGrewBid Motoplex. If there is a tie in top 5's it will then be broken by average feature finish of all point races at MCGrewBid Motoplex.

### **Back Up Car**

a. A back up car may be introduced at any time between hot laps and the start of the A-feature due to the original car not operating properly and/or from extensive damage. Such determination will be the sole discretion of the track officials. Once a car has been withdrawn

from an event, that car will not be allowed to be resubmitted to competition during that event. A backup car may be obtained from any source and does not have to be part of a team's original equipment.

b. If a driver is qualified for the feature and goes to a backup car, that driver will start last in the feature.

c. Backup car must be qualified too.

#### Handicapping

a. Heat Races: All drivers will draw a pill when they sign in at the pit shack.

Heat races will be lined up off the pill draw.

20 cars or less:

2 Heat Races

6 Cars (Handicap), All Qualify

31 cars or less:

3 Heat Races

4 Cars (Handicap) & 6 Cars Qualify

32 cars or more:

4 Heat Races

3 Cars (Handicap) & 5 Cars Qualify

40 Cars Or More:

5 Heat Races

2 Cars (Handicap) & 4 Cars Qualify

32 b. Consi: 31 cars or less will have 6 cars qualify

32 cars or more will have 4 cars qualify

#### c. Feature

- The first three races of the season the top 12 qualifiers from the heat races will redraw for the top 12 starting spots.
- Starting week four ,the top 12 qualifiers from the heat races will line up for the feature by heat race finish (heads up).If the previous feature winner is in the handicap, he/she will automatically start 12th in the feature. All other drivers that are in the handicap line up there will be an inversion pill drawn that could be positions 1-11.
- All previous winners will have to serve their penalty at the next race they attend unless the next event is a time trial show or special format.
- Alternate must be on track to be eligible if needed.



## **JUNIOR SPRINT RULES:**

### Junior Sprint Chassis and Safety

#### **Regulations**

##### **1. Frame Construction**

- Minimum 1" O.D. x .065" wall 4130 condition N tubing or 1" x.083" Mild Steel on main roll cage tubing and uprights as well as bottom rail.
- 6 point minimum vertical uprights to support top roll cage.
- All 4 corners of the top roll cage must be gusseted with 3" minimum gussets 5/8" OD x.065 tubing.
- No slip joints allowed anywhere on the frame.

##### **2. Head Clearance & Halo**

- A minimum 3" from the top of the drivers helmet to the top of the roll cage, when seated in normal driving position, directly above the head.
- If the clearance is less than specified, a 3 or more point halo (bolted clamped or welded in) must be used to provide proper head clearance.

##### **3. Seat**

A full containment seat is highly recommended. If a full containment seat is not used, vertical or horizontal side frame bars on the left and right side to protect the driver are mandatory.

- Head supports on the seat should be the same height as the driver's ears.
- Use seat manufacturer recommended sizing to be sure the seat is properly fitted to the driver at the waist, hips, shoulders, and head.
- A quantity of (4) 5/16" bolts must be used to securely mount the seat.
- Large diameter (fender) washers must be used if the material thickness of the seat at mounting area material is less than .090"
- Seat can not be mounted such that it protrudes below the bottom rail.

##### **4. Seat Belts**

- See supplemental SFI Seatbelt Mounting Installation document for proper seatbelt mounting methods.
- Five point belts, lap belts, shoulder belts and crotch belt are mandatory. Six point belts are optional. Minimum 5/16" bolts or proper wrap around (not on bottom rail) mounting required.
- Lap Belt Angle: 45° to 80° from the horizontal.
- All shoulder harnesses must be mounted so that straps loop over a bar. This bar must provide the shoulder belts with a 0" to 2-1/2" above the perpendicular line of the drivers chestline to top of shoulders.
- Seat cutouts for shoulder belts and shoulder belt bar must be located such that they do not contact the seat.
- No sharp edges on the seat for any belt cut outs.

##### **Body**

- Full sprint car type body must be used.

- Sprint car look tails must be in place.
- Chain Guards .060" aluminum chain guards or a full arm guard must be installed where chains are exposed to the driver. Driver must not be able to touch the chain while in race seating.
- Firewall between the driver and the engine compartment is mandatory. Minimum thickness is .050" aluminum.
- Quick release steering wheels are highly recommended.
- Any body panel may not extend past the body surface more than 2-1/4". This includes rear sail panels.

### **Cockpit**

- No cockpit driver adjusters of any kind allowed.
- Kill switch (ignition switch) and starter button must be on the dash and able to be accessed by the driver.

- NO crew-to-driver radio communication Fuel
- Methanol Alcohol fuel only. No Gasoline.
- Top end lube is legal.
- No performance enhancing additives in fuel or top end lube.
- A maximum of 2 gallons of fuel may be used.
- VP M3 and M5 and other brands of like fuel are illegal. Any approved test means available may be used.

### **Bumpers and Nerf Bars**

- Front & rear bumpers, right & left nerf bars are mandatory.
- Nerf bars can not exceed past the outside of the rear tires by more than 2" and must be no more than 4" inside of the rear tires.
- All bumper ends must be bolted to the chassis. No rivets or pins of anytype may be used.
- Front bumper can not extend past the frame by more than 8".
- The car must start the race with all bumpers intact. It may finish the race without a front bumper, but nerfs and rear bumper must be on the car to race (one leg of 3 point or 2 legs of a 4 point nerf may be cut off in hot pits if necessary to keep racing).

### **Brakes**

- All cars must be equipped with properly functioning rear brakes capable of locking up the rear tires. Front brakes are not mandatory.

### **Driver Safety Equipment**

- Helmets must be one piece full faced and Snell rated not to exceed three prior "Snell years" evaluated Jan. 1 of that race season. No damaged or cracked helmets.
- Full SFI-3.2A/5 rated driving suits are mandatory
- Arm restraints and gloves are mandatory
- Neck collars or head & neck systems are mandatory and are to be worn according to the manufacturer's recommendations.

## **Wheels**

- Only 8" diameter wheels can be used. Tires
- Right Rear tire must be a Hoosier 16.0/8.5/8/8 RD 20.
- Mechanically modifying the tire is ok (grooving).
- Chemically treating the tire in any form is illegal.

## **Weight**

- 400 pounds minimum car and driver after the race.
- Added Weight: Any material used for the purpose of making the weight limit must be welded or securely bolted to the car frame. No liquid or loose ballast will be permitted. The weight must not be able to move during the race.

## **Wings**

- Right side board, maximum 42" x 20" - 16" x 16" minimum.
- Left side board, maximum 42" x 20" - 18" x 18" minimum.
- Side boards may not extend more than 3" beyond center section and sides must cover center section.
- Overall wing size minimum 5.5 square feet minimum.
- Cannot be mounted outside the centerline of the tires.
- The side board kick out cannot exceed 2 inches.
- Nose wings are optional and cannot exceed 24"x 18". Sideboards not to exceed 8.5" tall and 21" long

## **Engine**

- Briggs & Stratton World Formula engine
- All parts must be B&S factory production parts unless otherwise noted in these rules. No machining or alteration of parts is permitted unless specifically noted in these rules. All parts are subject to comparison with a known stock part.
- DO NOT ASSUME ANY ITEM IS LEGAL BECAUSE SPECIFIC REFERENCE IS NOT MADE
- Shroud and covers: All shrouds and covers must be run as supplied. Flywheel cover, top plate are non tech items. Cylinder shield may be trimmed for CHT sensor installation and header flange clearance. Bolts used to secure metal or plastic covers may be replaced with larger diameter bolts. Breather by- pass (555688) is allowed.
- Exhaust: RLV 5442S only (coated or non-coated allowed). Header may be cut and turned to fit car as long as the overall length and tube size remains the same as stock factor header: 20.5" .9375" x .065" wall (.807 +/- .005 Any exhaust gasket or you may use sealer. Exhaust gas temp sensor is allowed. RLV Silencer #4100 Required and may be coated.
- Air cleaner: B&S #698973 Green air filter brand 40 x 75. Pre-filter may be used.
- Engine must be self starting using a minimum 8 AH battery capable of starting a warm engine must be used.
- Fuel pump must be B&S part 557033. Must be pulsed from intake manifold only

- 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.
  - Rev Limiter: Rev limit is 7100 rpm +/- 100 rpm. May be checked at any point in race program. Rev limit will be checked with a suitable memory capable tachometer attached to the plug lead and motor accelerated until the rev limiter begins to function. All rev limiters must function within 100 rpm when checked with the same instrument.
  - Oil: Any crankcase oil is allowed BUT MUST PASS THE BURN TEST AND/OR THE SNIFFER TEST. (Recommend TIFF Industries Sniffer)
  - Carburetor, Spacer, Manifold: Stock Walbro PZ carburetor only. No alterations allowed; choke excluded. Carb mount boot Briggs #557130 is required. Unaltered intake manifold and pulse line only Briggs #557009. Slide must remain unaltered. Unaltered Stock needle marked CDB is required. 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. Methanol Jets: Drilling or reaming of gas carb jets is allowed. Venturi measurement, Vertical .9902" max Horizontal .7382" max
  - 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.
- 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.
- Bore: Maximum bore 2.725". Factory oversize pistons allowed.
  - Stroke: Maximum stroke is 2.204".
  - Head gasket: Any commercially available head gasket may be used but must maintain the same configuration of shape of standard Briggs World Formula gasket. Minimum thickness is .040 measured with a micrometer from inside the cylinder hole of the gasket at 4 points between the head bolts. Fire Ring, B&S gasket is legal.
  - Head: Head may not be altered in any way from factory specifications. NO PORTING OF ANY SHAPE OR WAY! Heat sink PIN 555690 is allowed. Cylinder head gasket surface may be machined. 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.
  - 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".

Specification for Engines:

- 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".
- 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"
- Valve Seats: One 45° angle only. Intake valve seat diameter is .966" - .972". Exhaust valve seat diameter is .844" - .850".
- Valves: Intake valve head diameter is 1.055" - 1.065". Exhaust valve head diameter is .935" - .945". Valve stem diameter is .232" - .238". Valve face must have one 45° sealing surface only.
- Valve springs: Dual valve springs as supplied by factory are required. Inner spring wire diameter is .066" - .068". Outer spring wire diameter is .112" - .114".
- Valve Guides: Replacement of valve guides with B&S factory part 555645, is allowed.
- 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.
- Spark plug: Any commercially available, 10mm thread spark plug allowed. Spark plug must be stock. Indexing washers allowed. If using temp sensor you may remove sealing washer.
- Spark plug Connector must be stock factory type. Rubber plug boot is allowed. 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.
- Coil air gap is non tech.
- 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. Chipped fins due to poor casting are legal. Completely broken off fins are not allowed. Minimum 1.750 inch Flywheel cover opening allowed. 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.
- One or two stock crankcase gaskets are required.
- Valve Lifters: Must be stock. No Polishing allowed.
- Lifter Heads: Diameter must be .964" - .984".
- 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. Rod length, measured from bottom of wrist pin hole to top of crank journal hole, is 2.419" minimum to 2.429" maximum. Oil Hole Opening: Oil hole opening is .185" no-go. Crank end of oil hole is chamfered.
- Wrist pin: Maximum I.D. is .414". O.D. is .624"-626". Minimum length is 1.901".
- 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. Minimum width of top two rings is .095". Thickness of top two rings is .059" - .064". Minimum width of oil ring is .065". Ring groove must be present. Expander must be installed but may be trimmed in overall length. Thickness of oil ring is .098" - .102".

- 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. Minimum from top of piston to top of wrist pin on circlip side is .658". Minimum piston length is 1.768". Factory oversize World Formula pistons are allowed.

- 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. Shim(s) if used, must be installed as from factory Crankshaft journal diameter is 1.094" -1.100".

- 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.

- Checking 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

- Unless the engine rules say you

## JUNIOR SPRINT PURSE

Registration fee is \$20 plus pit pass

1. \$100 2. \$75 3. \$50 4. \$45 5. \$40 6. \$35 7. \$30 8. \$30 9. \$25 10. \$25 11-24. \$20

## 2024 WINGLESS & WINGED 600 PURSE BREAKDOWN

25 CARS	26-35 CARS	36-45 CARS	46-55 CARS	56-65 CARS	66 + CARS
1.\$500	1.\$500	1.\$500	1.\$600	1.\$700	1.\$800
2.\$150	2. \$200	2. \$280	2. \$300	2. \$450	2. \$500
3. \$100	3. \$125	3. \$180	3. \$250	3. \$400	3. \$450
4. \$85	4. \$100	4. \$150	4. \$200	4. \$300	4. \$350
5. \$75	5. \$85	5. \$130	5. \$175	5. \$250	5. \$300
6. \$65	6. \$75	6. \$115	6. \$150	6. \$200	6. \$275
7. \$60	7. \$70	7. \$110	7. \$125	7. \$175	7. \$250
8. \$55	8. \$65	8. \$105	8. \$115	8. \$150	8. \$200
9. \$50	9. \$60	9. \$105	9. \$105	9. \$125	9. \$175
10. \$45	10. \$55	10. \$100	10. \$100	10. \$100	10. \$150
11. \$45	11. \$55	11. \$65	11. \$80	11. \$90	11. \$125
12. \$40	12. \$50	12. \$60	12. \$80	12. \$90	12. \$110
13. \$40	13. \$50	13. \$60	13. \$80	13. \$90	13. \$110
14. \$35	14. \$45	14. \$55	14. \$80	14. \$90	14. \$100
15. \$35	15. \$45	15. \$55	15. \$80	15. \$90	15. \$100
16. \$30	16. \$40	16. \$50	16. \$70	16. \$80	16. \$100
17. \$30	17. \$40	17. \$50	17. \$70	17. \$80	17. \$100
18. \$30	18. \$40	18. \$50	18. \$70	18. \$80	18. \$100
19. \$30	19. \$40	19. \$50	19. \$70	19. \$80	19. \$100
20. \$30	20. \$40	20. \$50	20. \$70	20. \$80	20. \$90
21. \$30	21. \$35	21. \$50	21. \$70	21. \$80	21. \$90
22. \$30	22. \$35	22. \$50	22. \$70	22. \$80	22. \$90
23. \$30	23. \$35	23. \$50	23. \$70	23. \$80	23. \$90
24. \$30	24. \$35	24. \$50	24. \$70	24. \$80	24. \$90
\$1,650	\$1,920	\$2,520	\$3,150	\$4,020	\$4,845

-\$25 Car Registration Per Event unless otherwise noted.

Point Structure:

1. 200
2. 175
3. 170
4. 165
5. 160
6. 155
7. 150
8. 145
9. 140
10. 135
11. 130
12. 125
13. 120
14. 115
15. 110
16. 105
17. 100
18. 95
19. 90
20. 85
21. 80
22. 75
23. 70
24. 65

10 points for all non qualifying cars.