

2023 Escanaba Speedway 600 Micro Sprint Rules

All Drivers must be 12 years of age with minimum 2 year experience with sprints.

All General Track Rules Apply.

Single file restarts after lap 1 in heat race and after ½ way of feature.

SAFETY

- **Helmet must be SA2015 or newer. Must also be full face with eye protection**
- **SFI-Approved Fire Suit, SFI- Approved Gloves, SFI-Approved Shoes Required**
- 5 point racing style harness no older than 5 years old required, no older than 2 years recommended
- Arm restraints required
- **Neck/Helmet restraint required**
- Cage net is strongly recommended
- **Headrest support on right side is required**

ROOKIES

- All new drivers to the 600 Micro Sprint Class are required to start one FULL night of racing from the back
- All Rookies are required to run a yellow mark provided by the track on the drivers side rear of the car for a minimum of 3 nights of racing

CAR SIZE LIMIT

- The wheelbase must be at least 50" and not more than 70"
- Minimum weight is measured with the car and driver. The minimum weight for a 604cc motor is less than 775lbs (Must be marked with an A sticker on the right top wing side panel facing the outside)
- Minimum weight measured with the car and driver for a motor that exceeds 604 cc is 850lbs (Must be marked with a B sticker on the right top wing side panel facing the outside)
- Any additional weight must be lead and must be bolted in a secure fashion to the chassis only. Any lead weight must be painted white and have the car number clearly and legibly marked on each piece for ID purposes
- Add on weight must be securely fastened to the main chassis structure. Loss of any bolt-on weight during competition will disqualify the individual from that event.
- Maximum tread width will be 65 inches measured outside to outside of the rear tires
- All cars are subject to motor cc check.

- Top three feature cars are subject to motor cc check. NO EXCEPTIONS.

CAR CONSTRUCTION

- 1 1/8" diameter minimum .065 wall or 1" x .090 wall min. steel tube (Sprint style cage). Minimum 4 uprights on cage per side. Driver must exit outside of the car and the top of the cage must be 3" above the drivers helmet.
- No elliptical (oval) tube, no aluminum or titanium frames. All bents must have 3" minimum radius, no mitered or pointed corners. All cages need to be able to withstand a rollover. All cages are subject to inspection by track officials.
- An effective firewall of metal at least .0625 thick must be installed between the engine and driver and be as leak proof as possible, motor mounts may not be carbon fiber or composite materials.
- Car should be fitted with a suitable chain guard that should extend from the front of the roll cage upright to the back edge of the seat. Material should be .060 steel or .080 aluminum. Guard should be securely fastened to the main cage.
- All bolts and fasteners other than for body parts must be Grad 5 or better. Grade 8 recommended on all steering components and seat mount.
- Must have a full floor plan from the front of the seat to past the pedals. Must have a metal firewall (steel or aluminum) that is sealed as well as possible to protect the driver from fire or hot oil.
- Bodies must be neat in appearance and can be constructed from aluminum, fiberglass, or carbon fiber. Plastic must NOT be used for any interior panels or body panels. All cars must have front, rear, and nerf bars. Left side nerf bar should be constructed to protect engine as much as possible
- Battery must be securely fastened on the inside of the car and sealed off from the driver
- There shall be NO Chassis adjustments from inside the drivers compartments . The only adjustment allowed is for brake bias and top wing. Any adjusters must be disconnected and bolted or safety wired. Zip ties are not sufficient.
- 2 throttle return springs required

NERFS/BUMPERS

- All cars must be equipped with front and rear bumpers, left and right nerfs securely fastened to the chassis. Minimum size 10-32 or 10-24 bolts. Front bumper must be a single tube design.
- Minimum 3/4" outside diameter 1" maximum round steel or stainless steel.
- Minimum wall thickness is .065 and maximum wall thickness of .120
- NO "PRETZEL" front bumpers, front bumpers must be flat

WINGS

- TOP WINGS

- Center airfoil structure must be a minimum of 10 square feet and a maximum of 14 square feet of surface area. Surface area is defined by the width X length of the largest projection of the center foil.
- The top wing must not extend beyond the outside of the rear tires, or behind the rear bumper.
- Center foil must be of a square or rectangle shape with all four (4) corners set at a 90 degree angle.
- Center foil must be of a single foil design. NO split or multiple stage wings will be permitted.
- Maximum dimensions of each side panel is $54 \frac{1}{4} \times 26 \frac{1}{4}$. Only two side panels are allowed. NO kick-out allowed. Panels must be perpendicular to the airfoil. Maximum depth of the side panels is 2 inches. This is the protrusion of the stiffening members not including the struts.
- Maximum offset of the sail panels is 8". An offset is determined by the difference of the leading edge of the left sail panel to the leading edge of the right sail panel measured to the leading edge of the airfoil.
- Wing construction is of aluminum only (wood spars will be allowed). NO carbon fiber, Kevlar, plastic, or composite material will be allowed for wing construction. Leading edge protective covers will be allowed. One wicker bill is allowed and will be limited to a maximum of 1 inch.
- NOSE WINGS
 - The use of a nose wing is optional.
 - Center airfoil cannot exceed 4 square feet of surface area.
 - Nose wing must not extend beyond the outside of the front tires, or beyond the front bumper.
 - Center foil must be of a single foil design. NO split or multiple stage wings will be allowed.
 - Maximum dimensions of each side panel is $10 \frac{1}{4} \times 24 \frac{1}{2} \times 1 \frac{1}{2}$. Only two side panels are allowed. Panels must be parallel. NO kick-out allowed.

STEERING/SUSPENSION

- Removable steering wheels incorporating a quick release mechanism conforming to SFI Foundation Specification 42.1 is mandatory. No plastic components can be used. Pin type mechanisms are not allowed.
- A quick release type steering wheel is mandatory, and no plastic components can be used.
- The use of carbon fiber, carbon/Kevlar, or other composite material as structural chassis component, suspension, or components in drive-line including the rear end, is not allowed.
- Titanium front axles, rear axles, steering arms and torsion arms are not allowed.

- Shock absorbers must have all valve mechanisms housed in a single cylindrical unit. Shock absorbers may have two external adjustments and may be adjusted by manual methods only. NO cockpit adjusters are allowed.
- Can be torsion bar or coil over any combination of the two.

ENGINE SIZE LIMITS

- Overall Engine
 - Must be a Production Motorcycle Engine, 4 cylinder, 4 stroke
 - No current year engines, 640cc max
 - Titanium may only be used IF the part comes stock on the production bike.
 - Must have an engine, clutch, and transmission all in one unit.
 - Must be chain driven.
- Head and cams
 - NO PORTING or blending of the bowls, or blending of the valve seats. (exhaust or intake).
 - Cam lift must NOT be greater than stock. (duration is open)
 - Cam timing may be adjustable.
 - Head may be resurfaced.
 - Any head gasket may be used.
- Pistons
 - Any piston may be used, but must be within cc limit specified under bore and stroke.
 - No machining of the pistons.
- Bottom End
 - No machining to remove weight from the crankshafts. (no after-market cranks) Clutch-Transmission
 - The clutch does not need to remain stock but must remain operable
 - Transmission gears must be stock, no close-ratio gears or non-standard gear-ratios.
 - All gears must remain in transmission, no removing any gears.
- Induction System
 - No mechanically forced induction (turbo charging, or super charging)
- Charging System
 - The original factory charging system may not be removed, and must remain in complete working order.
- Self Starting
 - The engine must self-start at the beginning of the event and have a functioning clutch. If it does not self-start, the car may be pushed off and must start at the rear of the event as the penalty.

EXHAUST

- Exhaust system must be designed to create a minimum fire hazard and a minimum hazard to other competitors.
- Exhaust pipes passing close to the driver must have raised metal guards.
- All cars must have each exhaust pipe equipped in such a manner to reduce the noise level to acceptable levels.

IGNITION/ELECTRONIC

- All cars must have an ignition switch or emergency shut off switch within easy reach of the driver and labeled “on” and “off”.
- Traction control of any kind is strictly forbidden. Any device that extends the factory preset rev limit for whatever make or model engine being used is strictly forbidden. All electronics must be fully accessible for the technical inspector. No hidden items.
- Engines that came with stock fuel injection may use an after-market add-on (ex: Power Commander, Dim Sport) to adjust the fuel curve and/or timing (essentially the same as adjusting jetting and using an ignition advancer).
- Auto tune is allowed.

BRAKES

- The car must be equipped with a functional braking system.
- Steel or aluminum brake rotors only. Carbon, carbon composite or titanium brake components are PROHIBITED.
- Brake pad material is open.

WHEELS

- Rim diameter must be 10 inches.
- Right rear wheel width will be a maximum of 14 inches.
- Left rear wheel width will be a maximum of 10 inches.
- Wheels must be of an approved manufacturer.

TIRES

- The right rear tire must be a minimum of a 43 durometer reading at the conclusion of the race. If you fail the durometer while your tire is hot you will get a 20 minute cool down period in the designated area. If you fail again then you will be considered to have failed your technical inspection
- Absolutely NO tire softening agents of any kind allowed.
- Can groove or sipe tires.
- **Beginning in 2024 ASCS 2 Right Rear tired will be required**

FUEL SYSTEM

- All fuel cells, bladders or plastic tanks must be mounted securely to the frame. No wet tanks. All cars must be equipped with a fuel cell and tail tank meeting the requirements of UPIRA and SFI foundation specification 28.2.
- Fuel tanks used for qualifying or heats must be used for the entire event.

- Fuel systems must be equipped with a shut off device located within easy reach of the driver and the safety crew. The ignition switch must be clearly marked with on/off. (If carbureted a shut off valve is suggested)
- Fuel cells may not be made from carbon fiber or carbon/Kevlar materials.
- Bladders are highly recommended.
- Vent valve must be rollover type with valve

FUEL

- The addition of any material(s) to the fuel is strictly prohibited.
- The addition of any material(s) to the intake or the addition of any mechanical device(s) essential to the application of this material(s) is strictly prohibited.
- Any device, which artificially reduces the temperature of the fuel, is strictly prohibited.
- Can use Methanol or Gasoline only (high octane gasoline is permitted).
- A driver may not be seated in the race car during fueling at any time, including the designated pit area. The penalty for violation will be to start at the rear of the field.
- Top end lube is allowed.

CAR NUMBERS

- Car numbers must be a minimum of 10" high and on both sides of the top wing.
- Number must also be on the tail section of the front wing.
- Cars with numbers that are not readable by crow's nest personnel will be required to fix corrections. If correction (ex: contrasting colors, larger, smaller) is not made by the following week, the car will not be scored.

MIRRORS, TWO WAY RADIOS & CELL PHONES ARE PROHIBITED

- All in-car communication devices are prohibited. (including cell phones) A SW1600 model Raceciever, tuned to channel 0000 (454.000) is mandatory.
- All cars are subject to a minimum specification inspection at any time.
- It is the responsibility of the driver to prepare their car FREE of defects and in safe racing condition.