

# General Rules: A-CLASS Micros

Communication: **RACEceivers ARE MANDATORY** for all racers. Unless otherwise noted, we will use frequency 454.000 at all events. **NO** electronic communication of any type is allowed from the pit area to the driver once the race car is on the racetrack. This includes cell phones, radios, and receivers of any type. This rule is intended to make it fair for everybody. If caught breaking this rule, you will be disqualified.

Electronic Adjustments: No electronic adjustments of any type allowed from the pit area once the race car is on the racetrack.

Bumpers and Nerfs.

1. Cars must have a bumper extending beyond the front and rear tires. Nothing may extend beyond a tangent line from the outside edge of the tires to the bumpers. Nothing may extend beyond the outside edge of the tires or wheels, whichever is the widest. No sharp corners or design as to hook or damage. All cars must be equipped with nerfing bars.
2. Right Side Nerf bar must not extend past the outside of the RR tires, but the Left Side Nerf bar can extend up to 1" past the LR tire.
3. All bumpers & nerf bars must be securely mounted (no zip ties, pop rivets, etc.)

Safety.

1. Seat belts must be securely attached to the car and used at all times. Three-inch (3") seat and shoulder harness recommended for all classes. Metal to metal latches only. 5-point seat belts, shoulder harness and sub strap are required. Belt dates must not be over three years old. All seat belts must have an updated SFI patch
2. Arm restraints are mandatory and must be adequately adjusted to keep drivers hands below the top of the roll cage.
3. Helmets must be full head coverage competition type and one of the three latest SNELL approvals.
4. All drivers must wear an SFI rated suit
5. Neck braces with a SFI 3.2-1 rating or higher are mandatory.
6. SFI gloves are mandatory for safety.

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

Bodies. The intent of this rule is to eliminate any add-on panels of any type which could be considered an airfoil or sideboard. The triangulated area behind the cage may be enclosed. Side panels not to exceed triangulated area. Panels to be flat with no more than a 1" flap not to exceed 45 degrees. The final decision of these panels will be made by the PCR official.

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

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 and nose wing, 10" on each side of the tail and 12" on the wing. Numbers must be separated from advertising, so they will be readable. Gold, silver leaf, or prismatic numbers will be allowed as long as the scorers can read the numbers. This will be the scorer's discretion. You must have a 12" number on top of the wing facing the front of the car. If the scorers cannot read your number, you will be required to change them. Numbers are assigned in order of registration via portcityraceway.net. Numbers are assigned to drivers not cars.

Weights. Material used for weight **MUST** be firmly attached to the main frame. Only lead and/or steel plate will be allowed. **All add on weight MUST be either painted white or completely covered with white tape & have**

**Your car number on it.** The only exclusion to this is if you have lead sheets in the driver's seat. If you have ANY bolt on weight, you must notify a track official before going on to the track for inspection.

Chain Guards. Chain guards will be installed on all cars where chains are exposed to the driver or other participants. The chain guard will run on top of the chain from jackshaft to the center of the rear axle with a minimum size of .060 aluminum. Track has the final say on chain guards concerning all classes.

Driver's Compartment. No car will be allowed to compete that requires dismantling portions thereof to enter or leave the cockpit with exception of the steering wheel hub. No cockpit adjustments of any type.

Engines. For Carb or fuel injected engines you may use either wiring harness (this means carbureted or fuel injection wiring harness is acceptable) as long as example, Yamaha with Yamaha, or Honda with Honda. No current year production engines allowed.

Fire Walls. There must be a firewall between the driver and engine compartment. Must be steel, aluminum, or fiberglass. Minimum specifications are: Steel to be 24 gauge and aluminum to be .0625 thickness.

Floors or Belly Pans. Cars must have an under pan extended from the front of the seat to a place forward of the driver's feet.

Ignition System. On/off switch must be mounted in the area of the steering wheel.

Mirrors. No mirrors allowed.

Mufflers. Any type, as long as it gets the car to 95 decibels or less.

Nose Wings. The leading edge of the sideboard cannot exceed the front bumper.

Radiators. Type optional.

Radius Rods. It is recommended that all rear rods be safety chained, cabled, or designed in such a way that, should they break at the front mount, they will not dig into the track and flip the car. This also applies to single point front suspension engine mounts.

Seats. High back, meaning covering of shoulders and helmet mandatory. A full containment seat is not mandatory but Highly suggested

Steering. Front wheels must be connected by a solid or tubular tie rod. No other restrictions shall be enforced provided that the steering is considered safe and operable.

Throttle. Must be foot operated or approved by promoter.

Wheels. Types optional, **Wheel safety pins on left and right rear are mandatory**

No electronic traction control devices.

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

**No Nitro additives to oil in motor at all. No Nitro products used to treat air filter at all.**

Mechanical Injection with Mechanical Fuel Pumps with stock OEM throttle bodies will be allowed

Fuel Pump Auto Shut Off. All 600's will be equipped with a fuel pump auto shut off without the turn of a switch. If the motor stops, the fuel pump must automatically shut off as well (this is a safety rule so that if your carburetor's/injectors get knocked off or the fuel line comes off, the fuel pump will shut off automatically)

Water Pump. All 600 classes can run an electronic water pump.

Left side engine mounting only! No right side, rear, or center.

Stock is defined as factory delivered specifications. All gaskets are to be in place and be of O.E.M. specifications.

For any driver 18 or under, a copy of your birth certificate must be on file with Central Missouri Speedway.

10. Shocks. Aluminum or steel bodied shocks allowed. No cockpit or cable adjustable allowed.

11. Titanium. NO titanium parts allowed.

12. Brakes. NO Left front brakes allowed.

## A- CLASS

1. Age. Drivers age 13 and up may compete in the "A" Class.

2. Roll cage. Roll cages shall be at least 1 inch .083 wall thickness, or 1 1/8-inch .065 wall thickness, or 1 1/4 inch .065 wall thickness. If running .065 wall thickness it is highly suggested to add outlaw bars made out of 1 inch .065 to your chassis. Roll cage shall be made of chromoly steel or equivalent material. The front section of the cage shall be no further back than the steering wheel. Roll cage shall have sufficient fore and aft bracing and strength to support the weight of the car & driver in case of an upset. Cage shall have gussets at the intersecting bars to the uprights. Bends must have at least 3-inch radius. No square or pointed corners allowed. Roll cage must be a minimum of 3 inches above the driver's helmet. It is mandatory to install a cross brace behind the seat to support the shoulder harness.

3. Electric's and Electronics. On and off switches must be on dash, top of the cowl or on steering wheel. On/ off switch must be connected and functional. No radio communication is allowed with the car or the driver.

4. Fuel. Methanol only. Upper end lubricants and NITRO products are NOT allowed, **Fuel will be checked with a Hydrometer or any other test provided will be performed at any time.**

5. Weight. 4-cylinder 600cc powered cars, minimum car and driver weight 750 lbs.

6. Suspension. Tread; Maximum 50 inches. Minimum 32 inches, center to center of tires. Wheelbase; Maximum 70 inches. Minimum 50 inches, center of front axle to center of rear axle. Steering; Front wheels must be connected by a solid or tubular tie rod. Rear wheel drive only. All suspension bolts except wheel nuts must be secured by some type of locking device.

7. Shocks. Any shock absorber legal, except no cockpit adjustable shocks on multi cylinder cars.

8. Tires and Wheels. All cars; Any wheel size and tire combination may be used, but tires may not exceed 22 1/2 inches in height. Wheels must be held on with 4 or more standard lug nuts or knock-off hubs. Tires. Hoosier and American Racer tires allowed. Right rear must be Hoosier ASCS2 Stamped or American Racer 70.0/13.0-10 BT SPEC right rear tire and durometer 45 or harder on Port City Raceway's durometer. Any tire that checks softer than 45 immediately after the race will be disqualified. No cool down time. You may cut, sipe, and groove these tires. NO TIRE DOPING.

9. Bodies. All cars must have complete bodies. Tail sections must be in place for time trials and all races. There must be a metal firewall between driver and engine, made of 24-gauge steel or .0625" aluminum. Body of car must be made of aluminum, metal, fiberglass or high impact plastic. All cars must be painted an attractive color or colors. No rear view mirrors. The only part of the car allowed to be dismantled for driver to enter or exit is a quick release steering wheel hub. The minimum opening on the right side of the car will be 10.5" from the bottom edge of the top roll cage to the top of the mud guard or sissy bar and a 18" minimum opening from the front down tube to the back. The minimum opening on the left side of the car will be 10.5" from the bottom edge of the top roll cage to the top of the mud guard or sissy bar and a 20" minimum opening from the front down tube to the back. No

mechanical, electrical or hydraulic adjustments will be allowed in the cockpit area on multi cylinder cars. **If you chose to have an inside pan hard adjuster it must be bolted to where it cannot be moved during a race by the driver.** All fuel tanks must be equipped with a one-way check valve designed to prevent the spillage of fuel from the fuel tank vent in the event of a rollover.

10. Transmission. Four-cylinder motors must have a transmission with all stock gears as manufactured in working order. NO multi-neutral transmissions. Any car equipped with a shifting mechanism must have this device mounted in the drivers compartment. Shift levers may mount outside the driver's compartment on opposite side of car from the chain drive. Chain guards will be made of .090-inch-thick aluminum or equivalent and will run on top of chain from the front of the front sprocket to the center of the rear axle. Driver must not be able to touch the chain or sprockets while sitting in the cockpit.

11.

ii. Wings. Right sideboard, maximum 48" x 18". Left sideboard, 48" x 24". The wing cannot be mounted outside the tires. Side boards may be offset but side boards must cover center section. Wings must be mounted parallel with cage. All wings must have 1/16" radius edges or edging. No raw edges. No wood except for ribs or spars inside center section. Nose wings cannot exceed 18"x 24", and must carry car number. Side boards not to exceed 8.5 inches tall and 21 inches long. Top wings are mandatory to enter a night's event. Cars may finish without a wing if no replacement is available. Cars must run a max of 10 square-foot fixed wing positioned no further back than the back of the roll cage. The measurement for the wing placement will be taken from the back edge of the center section of the wing, not the sideboards. No cockpit adjustable wings. No split or multi-staged nose or top wings on "A" class cars. Wing center section must be one piece. No twisted or offset center sections. Side boards must be 90 degrees to the center section. The side board kick out cannot exceed 2 inches. 3 inch maximum wicker bill allowed including stock wing turn up.

12. Engine: All engines must be available to the general public, from a known manufacturer, No metal shall be removed from the OEM internal rotating assembly, i.e. , lightened cranks, rods, camshafts or lightened transmissions/no ceramic transmission bearings. No coatings or polishing of any internal components. Clutch assembly must have steel plates no aluminum plates allowed. Suzuki must run factory 600cc hub assembly and pressure plate. All cars must run a 4-stroke, 4-cylinder, 600cc engine with OEM parts per manufacture Suzuki to Suzuki, Yamaha to Yamaha etc. All engines must run the stock stroke, stock bore, and stock camshaft not reground. No aftermarket cam sprockets or slotting of cam sprockets. Manual cam chain tensioner is allowed. Aftermarket valve adjustment shims and valve spring shims are allowed. Must run stock OEM valves, springs and retainers. Valve Jobs are allowed. No un-shrouding of valve or work to combustion chamber. 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. OEM head gasket must be used and must be 0.027 minimum thick. The cars must be self-starting, and the flywheel attached to the motor. Engine must be run as it came from the factory, with the internal charging unit and stator. Voltage will be checked at the battery and stator. Visual inspection of the flywheel/stator will be performed if needed. Stock ECU, FuelTech FT550, PE3-IG2 and PE3-8400 Engine control units are permitted for use with carburetors and Stock Fuel Injection. Aftermarket airboxes and headers are allowed. Motors may run a windage tray & or modified oil pan. No traction control devices allowed. If a part is thought to be illegal it will be confiscated until deemed not to be. Final decisions will be made by the tech director

**No Wheel Sensors of any kind for traction control. No Sprocket or Transmission sensors for Traction Control. NO TRACTION CONTROL of any type specifically listed or not.**