

Race Sandia

Non Wing Micro/Mini Sprint Rules - 2020

- 1. AGE:** *Drivers age will be determined by the track management*
- 2. ROLL CAGE:** Roll cages shall be at least 1" .062 wall thicknesses, or 1 1/8" .065 wall thicknesses, or 1 1/4" .065 wall thicknesses. Roll cage shall be made of chromyl steel or equivalent material. The front section of the cage shall be no further back than the steering wheel. Roll cage shall have efficient front 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" radius. No square or pointed corners allowed. Roll cage must be a minimum of 3" radius. No square or pointed corners allowed. Roll cage must be a minimum of 3" 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 of the driver.
- 4. FUEL:** Class "A" 600cc powered cars may run methanol or gasoline. Upper end lubricants are allowed. NITRO products are NOT allowed.
- 5. WEIGHT:** 750lbs minimum with driver at the conclusion of the race.
- 6. COCKPIT:** absolutely no cockpit adjusters (shocks, wing, jacobs ladder, panhard bars etc.) are allowed. Panhard adjusters can be bolted to not allow driver to adjust.
- 7. SUSPENSION:** Tread; max 50". Min 32", center to center of tires. Wheelbase; max 70" min 50", 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.
- 8. SHOCKS:** Any shock absorber legal, except no cockpit adjustable shocks on multi cylinder cars.
- 9. TIRES:** ASCS2 Stamped Right Rear Mandatory. Any doping of tires is illegal and will result in the disqualification and forfeiture of all purse money. Tire must durometer 50 or harder no later than five minutes after the checkered flag.
- 10. BODIES:** All cars must have complete bodies. Tail sections must be in place for 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 14" from the top of the roll cage to the top of the mud guard or sissy bar and 16" minimum from the front down tube to the back. All mechanically operated devices must be mounted below the driver's shoulders for safety. 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.
- 11. TRANSMISSION:** Four-cylinder motors must have transmission with all stock gears in working order. 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.
- 12. WINGS:** NO TOP OR NOSE WINGS ALLOWED!

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13. ENGINE: 600cc, NO 636's, 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, or blueprinting.

Valve seat inserts may be reworked. 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.

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 on aftermarket shims may be utilized.

Aftermarket cam chain tensioner allowed for safety of motor.

Electronic fuel injection allowed, no mechanical injection. Must be stock throttle body. No mixing manufactures (i.e. Suzuki on Suzuki, Yamaha on Yamaha.) Fuel injection engines may run carburetors.

Injected with power commander allowed gas or alcohol. NO timing modules allowed. Fuel injection engines running carbs may change all fuel metering devices to tune fuel curve, Billet intake boots allowed.

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.

Any air box, stock appearing CDI, aftermarket washable replacement air filter, power commander on fuel injection models only.

Any 600cc OEM CV carburetors (no flat sides allowed.) Stock ECU, PE3-IG2 and PE3-8400 Engine control units are permitted for use with carburetors and Stock Fuel Injection.

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

NO flammable liquids allowed in cooling systems.