



2023 Restricted 600 Rules

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All drivers, owners, and crew persons are responsible to follow all the Safety rules, and track rules of Delta Speedway. Any person violating those rules will be subject to suspension, and expulsion from the facilities. This is at the sole discretion of Delta Speedway and its appointed officials.

Disclaimer: All rules may be changed/modified/adjusted as needed by Delta Speedway. Rules are designed and enforced to keep competition equal and safe.

Age: 10 to 16 in the Restricted Class (Subject to Head Official's/Promoter's Discretion).

Fuel: Methanol only. No additives allowed, i.e. Power Mist, propylene oxide, nitro methane, etc. No M5.

Weight: The minimum weight of a car and driver for the Restricted class is 740 lbs. All cars must meet weight requirement using scales provided by Delta Speedway. Cars must go directly to scales as directed by racing officials. Any driver that fails to go directly to the scales will be automatically disqualified.

Tire Rule: All 4 corners, Hoosier Tires are mandatory in all classes. Right Rear Tire: All Restricted cars must use the Hoosier D25, or harder. Grooving and siping will be allowed. No softening is allowed.

Transmission: All gears must be in transmission. Transmission must be stock functional and operating.

Top wing: Cars must run a max 10 square-foot fixed wing. No mechanical, electrical or hydraulic adjustments are allowed in the cockpit area, for the wing or any other part of the car. Wing center section must be 48" wide x 30" deep. Left side board must be 24" x 48". Right side board must be 18" x 48". Side boards must be 90 degrees to the center section. Wings must be mounted parallel with cage. Top wings are mandatory to enter a night's event.

Nose wing: Nose wings cannot exceed 18" x 24". Side boards are not to exceed 8.5" tall and 21" long.

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 wing, 10" on each side of the tail and 12" on the top wing. Numbers must be separated from advertising so they will be readable. It is recommended that cars have a 12" number on top of the wing facing the front of the car.

Engine Rules: All engines must be available to the general public, from a known manufacturer, for at least two (2) years prior to use in either restricted class. No internal engine modifications allowed, i.e. ported heads, lightened cranks, lightened transmissions. All Restricted cars must run a 4-stroke, 4-cylinder, 600cc engine. All engines must run the stock stroke, stock bore, stock cams, stock ignition system and stock timing with all OEM internal parts for the model year engine used. No aftermarket or modified ignition triggers are allowed. Stock appearing ignition boxes only made by manufacturer of engine used are allowed. Cam sprockets must not be altered, i.e. no drilling or slotting of mounting holes. No cutting of cam bolts allowed. No aftermarket cam sprockets. **Manual cam chain tensioner is allowed.** Aftermarket valve adjustment shims and valve spring shims are allowed. Must run stock valves and springs. 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. Deck clearance of piston to be -0.002 or greater. 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. Aftermarket airboxes and headers are allowed. Motors may run a windage tray & or modified oil pan. No traction control devices allowed.

Exhaust: All cars must have a muffler mounted on the header. See General Rules (3.38)

Carburetors: Carburetors may have metering rods, jets and springs changed to tune the fuel curve to match the car's requirements. Carburetors must be stock, no non O.E.M. carburetors allowed. Motors that use carburetors may run aftermarket boots, so you may run carburetors on the newer style motors that came from the factory with fuel injection. There will be a 2 1/8 inch maximum from the bottom of the billet adapter to the top of the rubber boot. We will continue to monitor boots as well as inside diameters for alterations. Carburetor adapter bottom dimension must be the same as stock O.E.M. intake port opening. Adapter must have a straight flow from the carburetor to

the head with the unaltered mandatory King racing products 3/4 plate in place. O.D. of carburetor adapter must allow rubber boot to fit tight as per original design. No funneling of rubber boot allowed. All Restricted cars will be checked for intake leaks, and any car with an intake leak will be disqualified. Manufacturer's engine equipped with factory fuel injection may run a prior year's carburetor. Carburetors only. No fuel injection allowed.

Velocity Stacks: Aftermarket stock length aluminum Joe's Racing Products velocity stacks are allowed as well as stock plastic velocity stacks. Short velocity stacks are not allowed.

Restrictor Plates: Restricted cars must run a King Racing Products restrictor plate, unaltered. These plates will be bolted to the cylinder head below the boot adapter. These plates may not be modified in any manner. Any changes to the restrictor plates will result in an automatic disqualification. No cones or funnels allowed in the carburetor or airbox system. Penalties: See General Rules (7.02) for Illegal Fuel Penalties and (9.04) for Engine Violation Penalties.

Driver Compartment Adjustments: NO cockpit adjustable shocks allowed and No adjustable weight jackers allowed. Pan Hard adjuster is allowed, as long as driver can NOT reach the adjuster, while sitting in vehicle. No electronic adjustments of any kind allowed.

General Rules: Please read the General Rules & Regulations. All drivers and crew are responsible for knowing and following these rules.

Protest Rules: Please reference the Protest Rules (9.02) under General Rules & Regulations. All drivers and crew are responsible for knowing and following these rules.