



RESTRICTED CLASS RULES

UPDATED
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RESTRICTED 'A' CLASS RULES

11.1: Age & Driver Requirements: The driver must be a minimum of ten (10) years of age and maximum of sixteen (16) years of age to compete in the Restricted A-Class. A driver whose Sixteenth (16th) birthday falls during the racing season will be allowed to finish the season in which they began accruing points before their birthday. Once a driver moves up to a different class for more than two (2) races, the driver cannot move back down to the Restricted A-Class. Prior to entering an event at PPR, all drivers must provide an **ORIGINAL birth certificate** or state issued ID showing their age to be kept on file. Age requirements may be changed at any time by the Promoter.

11.1.01 Up to Speed: Any car not driving at a reasonable speed will be blacked flagged or lined up/put to the rear of the field for safety reasons. If a car is black flagged for not being up to a reasonable speed, the promoter will allow additional hot laps/practice throughout the event if time allows.

11.2: Car and Driver Weight: Minimum car and driver weight for this class is seven hundred forty **(740) pounds**. All weights will be determined as the cars come off the track in the order, they finished the race.

11.3: Engine Specifications: Four (4) cylinders, four (4) cycle 600cc stock engines only. This means NO modifications whatsoever to the engine. Engine must be run as it came from the factory, with the internal charging unit in place and in working condition. Non titanium aftermarket valve shims are allowed. Valve jobs are allowed provided they are within manufacturer's tolerances. Stock valves must be retained. Valve spring shims are allowed. No engine work, ported heads, lightened cranks, cam degreasing or lightened pistons. Maximum amount allowed for head re-surfacing from stock is 10/1000, ten one thousandths of an inch, (.010"). No angle decking allowed. Stock pistons only, (maximum of .002" negative deck height, all models), no cylinder cleanup is allowed. Rods, pistons, cams, etc., must be stock parts used in the original engine from the factory. No transmission work allowed, all gears must be intact and function. Cam gears that are re-drilled, slotted or altered are illegal. Cam bolts must be stock as they came from the factory.

Factory performance upgrade internal parts are not allowed (ie YAMAHA GYTR product line) this rule is specific to:

- Intake & Exhaust Cam Sprockets & Shafts
- Valve Spring & Retainer Kits
- Pistons & Rods
- Crankshaft
- Head Gasket

All cars must have cockpit operated electric starter, lever manual clutch in car and on-board battery capable of starting the engine and must remain chain-driven off of the original countershaft. Any engine sprocket, 520 or 530 is allowed. Motors that may be used are Honda, Yamaha R6, Kawasaki 600, Suzuki.

11.4: Penalty For Non-Stock Restricted Engine By Technical Inspection If a car is found to be in violation of the engine rules, the driver will have the following fines and penalties assessed; in addition to having the engine pass Tech inspection before it is allowed to run in either the Restrictor or Stock Classes.

- Penalties: **ZERO Tolerance**
 - Forfeit finishing position of the most recent completed race.
 - If caught during the course of a racing event. Car & Driver will be disqualified from the remainder of event.
 - 2 Race Suspension for Car & Driver
 - This includes any points paying race and/or special event.
 - \$500 fine to be paid before entering next calendar event the participant wishes to enter.
 - 2nd Offense for similar infraction:
 - 1 Year Probation for ALL PPR events **NO EXCEPTIONS**
- If car owner/driver refuses any tech inspection at any time, penalty will be:
 - Disqualified from the current night's race program, and \$500.00 fine.
 - Penalties for any subsequent refusals to allow tech will be up to the Promoter.

11.5: Allowed Modifications: Any air cleaner allowed. Any exhaust system will be allowed. **Stock ECU, FuelTech FT550, PE3-IG2 and PE3-8400 Engine control units are permitted for use with carburetors and Stock Fuel Injection.** Aftermarket Oil Pans and Pickups are allowed. The drain plug and filler tube may be moved for easier access and to prevent damage. No aftermarket or modified ignition triggers are allowed. An oxygen sensor eliminator may be installed.

11.6: Carburetors/Fuel Injection: Any naturally aspirated fuel delivery is allowed with carburetors or fuel injection.

11.6.1: 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 after- market boot (flow path from carburetor exit must have an unaltered flow path to the valve as supplied by engine manufacture, NO modifications to the boot or boot mount is allowed, with the exception of placement of the unaltered restrictor plate as described in *restrictor plates and placement), 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.

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

Manufacturer's engine equipped with factory fuel injection may run a prior year's carburetor and black box, e.g., F4 run F4, R6 run R6, etc.

11.6.2: Fuel Injection: Stock Electronic fuel injection systems with OEM throttle bodies will be allowed. Fuel injection system must be OEM to engine make (like engine/like year). **No aftermarket throttle bodies are allowed (ie billet, castings, etc).** **Electronic or Mechanical Injectors with a mechanical fuel pump with stock OEM throttle bodies are allowed.** OEM Honda, Yamaha, Kawasaki, Suzuki motors that run stock fuel injection must use the stock boot that came with the fuel injection system, as it came from the factory.

11.7: Restrictor Plates and Placement: You must run PPR approved King Racing Products .750 restrictor plates. Any modifications or alterations to the restrictor plates are grounds for suspension and/or fines. The placement of the restrictor plate will be under the carburetor boot and directly to the head. No cones allowed.

11.8: Penalty for Restrictor Plates Violations: At any time during the program that the restrictor plates are not the same as approved by PPR, or has been tampered with, the car will be disqualified from that night's racing event. The car owner maybe suspended for the next two race programs. They will pay the Promoter a \$200.00 fine before they may enter the next allowable race.

11.9: Fuels: Methanol only. No additives allowed, i.e. Power Mist, propylene oxide, nitro methane, etc. **No M5. (See 7.1 in General Rules & Regulations)**

11.10: Wings: 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 sideboard must be 24" x 48". Right sideboard must be 18" x 48". Sideboards 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 wings cannot exceed 18" x 24". Side boards are not to exceed 8.5" tall and 21" long.

11.11: Adjustable Devices: In cab operational devices such as wing sliders, shock adjusters, panhard adjusters or power steering adjusters will **NOT** be allowed.

11.12: Tires: Hoosier tires must be run on all four corners of the car.

DOPING/ALTERING TIRES CHEMICALLY ANY doping of tires is illegal and will result in disqualification.

- **NO TIRE** on **ANY** corner of the car shall be doped or chemically **ALTERED**.
- **Doping Defined:** Chemical alteration of ANY Hoosier tire from its factory production condition is explicitly **PROHIBITED**. Chemicals, sprays, soaking, bathing, wiping, rubbing, massaging, baking, needling or any act of applying a foreign substance applied to either the **INTERIOR** surface of the tire or **EXTERIOR** surface of the tire will **NOT** be allowed. Injecting chemicals through bleeders or valve stems is explicitly prohibited.
- The head technical inspector is given the right to determine altering based on sensory
 - **SIGHT:** the act of doing
 - **SMELL:** the odor of chemicals within the rubber of a tire not conducive with the factory form)
- Penalties: **ZERO Tolerance**
 - Forfeit finishing position of the most recent completed race.
 - If caught during the course of a racing event. Car & Driver will be disqualified from the remainder of event.
 - 2 Race Suspension for Car & Driver

- This includes any points paying race and/or special event.
- \$500 fine to be paid before entering next calendar event the participant wishes to enter.
- 2 Race Suspension for Participant Action
 - Any individual caught in the act (SIGHT) of chemical alteration on PPR property will serve suspension along with the car & driver.
- 2nd Offense for similar infraction:
 - 1 Year Probation for ALL PPR events **NO EXCEPTIONS**

11.13: Right Rear Tire: Right rear tire must meet a minimum forty-six (46) durometer reading in five (5) separate locations across the tire with the Plaza Park Raceway tech officials durometer gauge. Sipping, grooving or cutting is allowed. Tire durometer check will be done at the end of the race. The tire will have fifteen (15) minutes after the checkered flag is thrown for that race to allow the tire to cool down naturally. No cold water, cold towels, Gatorade, or any cooling substance will be allowed to assist the tire to cool down. If the tire does not pass a minimum durometer reading of forty- six (46) in five (5) separate locations across the tire after fifteen (15) minutes of the checkered flag being thrown, the car and driver will be disqualified from the just finished race.

Note: Recommended tire is a Hoosier **D25**. The tire compound is the racers choice and responsibility to maintain the proper durometer reading. You may take a tire to the tech official at any time for him to check prior to your race, however just because the tire passes before the race does not mean it will pass after, track conditions and/or an unforeseen tire softener may alter the durometer reading.

Note: Any chassis and body specification as per original 600 class rules apply unless covered herewith.