



WINGED A CLASS RULES

UPDATED
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WINGED A-CLASS RULES

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

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

12.1: Age Requirements: Age Requirements: Minimum age is thirteen (13) years old, or twelve (12) years old with two (2) years of comparable racing experience. 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.

12.1.01 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.

12.2: Car and Driver Weight: Minimum car and driver weight for this class is seven hundred fifty (**750**) pounds. All weights will be determined as the cars come off the track in the order they finished the race.

12.3: 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, public production models. (ie GYTR Factory Yamaha, Yoshimura Suzuki, Kawasaki KHI parts, Honda Factory HRC) product line internals are NOT ALLOWED as acceptable internal replacement parts), 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 degreeing 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 production model available to the public.

Factory performance upgrade internal parts are not allowed ((ie GYTR Factory Yamaha, Yoshimura Suzuki, Kawasaki KHI parts, Honda Factory HRC) product line internals are NOT ALLOWED as acceptable internal replacement parts))

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.

12.4: Penalty For Non-Stock 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.

12.5: 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.

12.5.1: Absolutely NO ELECTRONIC TRACTION CONTROL DEVICES

12.6: 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 boot. You may run carburetors on the newer style motors that came from the factory with fuel injection. There will be a 2 1/8" 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. O.D. of carburetor adapter must allow rubber boot to fit tight as per original design. No Funneling of rubber boots allowed. All Winged A-Class 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. Any naturally aspirated fuel delivery is allowed with Carburetors or Fuel Injection.

12.7: 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.

12.8: Fuel Injection: Stock Electronic fuel injection systems with OEM throttle bodies will be allowed. Fuel injection system must be OEM to engine make. **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.

12.9: Fuels: Methanol only. No additives, (I.e. Power Mist, Propylene Oxide, Nitro methane, etc.) No M5 fuel allowed.

Illegal Fuel

12.9.1 Penalties for Illegal Fuel:

- **1st Violation: Disqualified from current night's race program and loss of highest points race for the current season, \$500.00 fine, plus laboratory fees if applicable.**
- **2nd Violation: Disqualified from current night's race program and loss of all points to date, \$1000.00 fine, plus laboratory fees if applicable. 12 Month Calendar Probation for ALL PPR events NO EXCEPTIONS**
- **3rd Violation: Disqualified from current night's race program and loss of all points to date, \$1,000.00 fine, plus laboratory fees if applicable.**

12.10: Wings: Cars must run max ten (10) square foot fixed wing. No mechanical, electrical, or hydraulic adjustments are allowed in cockpit area. Belly of top wing must be 48" x 30". Left sideboard must be 24" x 48". Right sideboard must be 18" x 48". Top wings are mandatory to start any race. Nose Wings cannot exceed 18' x 24" Sideboard must not exceed 8.5" tall and 21" long.

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

12.12: Tires: 10.14.1 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:
 - 12 Month Calendar Probation for ALL PPR events NO EXCEPTIONS
- **Tire Samples Requiring Lab Analysis**
 - If a sample is submitted for lab analysis beyond the tracks on-site decision-making process; any results not conforming to the lab's "BENCHMARK" will result in:
 - 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.
 - 12-Month Calendar Probation FROM RACING AT PLAZA PARK RACEWAY EVENTS
 - Fine #1: Cost of Lab Testing (\$250 per sample)
 - Fine #2: \$1,000 Payable/due upon returning to competition at PPR

12.13: Right Rear Tire: Right rear tire must meet a minimum forty-six (46) durometer reading on any part of the thread 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 racer's 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.