



*Original*  
**Pizza Logs™**

**600 SPRINT TOUR**



## 2011 “Original Pizza Logs” 600 Sprint Tour Rules 600cc Micro Sprint Universal Engine Rules

### 1. Terms and conditions

- a) Internal Stock parts – must use stock original manufacturer parts for the particular year and make engine, these parts can't be modified except where noted, if the rules do not state that you can do it, you can't do it. No mixing of parts from different year and make engines, even if made by the same manufacturer. Non stock or modified stock external bolt on parts may be used (example: billet oil pan, starter, water pump cover, oil cooler, pipes, valve covers, etc.).

### 2. Overall Engine

- a) Must be a Production Motorcycle Engine, 4 cylinders, 4 stroke. No limited production race motors allowed, only US street legal bike motors are allowed.
- b) Current year engines allowed.
- c) No Titanium anywhere in or on the engine, unless it comes stock from manufacturer of engine on the production bike.
- d) Must have engine, clutch, and transmission all in one unit.
- e) Must be Chain Drive.
- f) Manual cam chain tensioners are allowed.

### 3. Bore and stroke

- a) 600cc Maximum for engine model that was new in 2006 and up. Other engines are 637cc maximum. Engine model is defined as a manufacturer redesign of overall engine. See Specification list.
- b) Standard Stroke only (no strokers).

#### 4. Pistons

- a) Any piston, piston rings, and wrist pin, may be used, must be within cc limit specified under bore and stroke.
- b) After-market coatings are allowed on pistons only.

#### 5. Bottom End

- a) No machining to remove weight from the crank (no after-market cranks) (no lightweight cranks).
- b) **After Market Rods are allowed. But can not be lighter than a stock rod and must have the same stroke as the stock rod.**
- c) Aftermarket rod bolts may be used.
- d) Modifications to oil pump system, oil pick up and oil passages are allowed.
- e) No dry sump systems are allowed unless it comes from the motorcycle manufacturer as original equipment.

#### 6. Head and cams

- a) NO PORTING or Blending the bowls.

##### **Porting rule clarifications as of 1/15/2010**

*Clarification to rule 6.a) NO PORTING or Blending the bowls.  
"No Blending the bowls" no longer applies since we say in 6.c) that you can.*

**\*\*\*Porting or modifying of intake or exhaust ports is not allowed.** No addition or removal of any material to ports is allowed, except to allow blending of port to valve seat as written in rules 6c. ports must retain factory casting marks, stock volume, dimensions and configurations. Ports can be cleaned with non abrasive cleaning methods.

- b) Valve jobs, valve grinding, valve seating, valve seal modification and valve seat cutting are allowed.

##### **Valve and Valve Seat Clarifications as of 1/15/2010**

*1. Valve spring spacers are allowed to be used. Generally these are added to increase valve seat pressure.*

*2. Valve seals cannot be replaced with after market valve seals. Although the stock ones can be modified, you must start with a stock seal.*

*3. Valve seats may have a 7 angle grind or any grind on them, the stock dimension rule on valve seats applies to the thickness of the seat, not the grind.*

- c) Valve seat inserts may be reworked or replaced with any seat of original dimensions. Any dimensional thickness of the stock inserts may not be increased. Valve seats can be ground with multiple angles. Blending of the valve seat into the head is permitted but cannot extend more than 1/4" into the aluminum head measured from where the seat meets the head.
- d) Cams do not need to be stock, but the lift must be no greater than stock. (duration is open).

- e) Cam timing may be adjustable.
- f) May use any valves (no titanium), but they may be no larger than stock valves.
- g) Head may be resurfaced.
- h) Any head gasket may be used.

## 7. Clutch/Transmission

- a) The clutch does not need to remain stock, but must remain operable.
- b) Transmission gears must be stock, no close-ratio gears or nonstandard gear-ratios.
- c) All gears must remain in transmission, no removing any gears. No lightweight or modified stock gears.

## 8. Ignition

- a) Stock Rev Limiter must remain intact at all times (ex: no switched or gear specific limiters). No hot ECU boxes, no physically modified ECU boxes. Factory race boxes are ok, but must have the rev limit set to the street bike stock rev limit. If a computer is hooked up to check the ECU it must be set to factory stock specifications, no tolerance. See specifications list for RPM limits. the rev limit for 2006 or newer **600** motors will be 16,100.
- b) All cars must have the PA standard connector for the track to check engine rpm rev limit. These are available from the chassis manufactures and engine builders, and at the track. All cars must leave intact the rpm wire coming from the ECU.
- d) Stock appearing ignition must be used (no after-market ignition systems, factory race ignitions are ok) may use different year ignitions from same manufacturer as long as stock rev limit of engine (not ignition) is retained.
- d) No aftermarket coils.
- e) Engines that came with stock fuel injection may use an after-market add on components (example: Power Commander, Dim Sport) to adjust the fuel curve and/or timing (essentially the same as adjusting jetting and using an ignition advancer).
- f) Ignition advancers may be used.
- g) Neutral Lights are allowed but you must notify 600 sprint tour official prior to competing to ensure it is done legally. You cannot have it wired in thru ecu. Gear position wire from ECU may not be switchable.
- h) No traction control device.
- i) Only one ECU box present in or on car.

## 9. Induction system

- a) No mechanically forced induction (turbo charging, supercharging).
- b) Any carburetors may be used on any engine, regardless of year of engine.
- c) If the engine did not come from the factory with fuel injection, fuel injection may not be used.
- d) If the engine came with factory fuel injection, the fuel injection may be used and may be converted for use with alcohol. The stock fuel injection throttle bodies must remain, but may be modified for use with alcohol. Any number of injectors may be used regardless of stock number of injectors.

### **Fuel Injector Clarification as of 1/15/2010**

*Mechanical injection is legal on an engine that came with electronic fuel injection. All other rules still apply to that system, ie: "Stock appearing ignition must be used" , and "The stock fuel injection throttle bodies must remain".*

## 10. Exhaust

- a) Any exhaust may be used, as long as there is a muffler included with the system that will keep noise levels within individual track limits.

## 11. Charging system

- a) The stock original factory charging system may not be removed, and must remain in complete working order. No factory racing charging systems.
- b) Flywheels can be modified.

## 12. Self-Starting

- a) The engine must self-start at the beginning of the event. If it does not self-start, the car may be pushed off and must start at the rear of the event as the penalty.

## 13. Fuel

- a) Only alcohol, gasoline, and/or top lube may be used. Non flammable top lube only, no exotic fuel additives, no oxidizers, no fuel enhancer top lube.

## 14. Minimum weight

- a) Minimum weight at all times is **800** pounds, car and driver. If weight is added it must be firmly bolted in place. Weight must be painted white and have your car number on it. You must weigh 800 lbs on our scales at the track. They are the official weight.

## 15. Fuel Cells

Bladder tanks are highly recommended but not mandatory. No wet style type fuel tanks allowed, see attachment page for options.

## 16. Numbers

- a) A number at least 14" in tall will be required in the center section of top wing. If you run a letter with your number it must be at least 5" in tall. Number and letter must use contrasting colors (ex: black on white).
- b) No number is required on the nose wing so you can put sponsor, because of requirement of number on top wing center section.
- c) Number is also required on both sides of tail and both side boards of wing number, with letter must be at least 1/3 the height of number.

## 17. Procedural

All cars must display official decals of major 600 Sprint Tour sponsors or any other designated sponsors to be eligible for contingency or point fund. Decals will be supplied by the 600 Sprint Tour. Check with 600 Sprint Tour officials for placement instructions.

## 18. Rookie Status

Rookie status will be approved only by 600 Sprint Tour owners. Any driver intending to run for rookie honors must inform 600 Sprint Tour owners. The criteria for determining rookie status will include but not limited to driver performance on track, prior racing experience, number prior events they competed in.

## 19. Points Eligibility

- a) You must be a registered driver with the 600 Sprint Tour to receive points and point fund money.
- b) Points go to the driver, no substitute drivers are allowed or another driver can't run for your points.
- c) To receive points cars must have Hoosier tires on all 4 corners of car.

## 20. One way radios are mandatory

## 21. All heats will be lined up by a pin pull

Example

Line-Up	Heat #1	Line-Up	Heat #2
1	3	2	4
5	7	6	8
9	11	10	12
13	15	14	16
17	19	18	20

## **22. Features will be lined up by redraw after heat races**

- a) Start position determined from heat finish position or B, C, D main finishing position.
- b) Top 8 qualifiers will pull pill for even number heat races, for start positions 1-8 in feature event.
- c) Top 9 drivers will pull pill for odd number heat races for positions 1-9 in feature event.  
\* If 16 or less cars, then 50% of field will pull pill for feature line-up.
- d) Drivers will pull pill directly after heat races.
- e) If driver or representative is not there the official will pull pill for drivers failing to report.
- f) Winner of first heat pulls first, then winner of second heat next and so on.

## **23. B Mains**

- a) A B Main is required only if more than 24 cars sign in; otherwise everyone is already qualified from the heat race. The B Main is also lined up heads up order that is determined by the finishing order of the heat races. If more than 25 cars sign in, a B main will fill the rest of the field to 24 cars + one provisional if used.
- b) The 600 Sprint Tour has the right to eliminate the b main and start more than 24 cars on any night they feel necessary.

## **24. B Main Points and Show up Points**

- a) 50 points, plus heat points for someone who qualifies for the A Main on a B Main night, but can't fire for the A Main.
- b) 40 points, plus heat points for someone who qualified for the A Main on a non B Main night, but can't fire for the A Main.
- c) 30 show up points awarded to a driver who signs in but can't compete in the heat or mains.
- d) 20 show up points for a car that shows up and for some reason the driver can't compete or show up, examples: illness, injury, couldn't make in time, accident, car trouble.
- e) If a driver arrives at a race late and can't compete in a heat race, but qualifies for feature. They will only receive feature points.

## **25) Provisional**

- a) First Provisional/25 starting spot  
Each member who has competed in 100% of the tours point races up until that evening's event is entitled to a provisional spot. The provisional spot is the 25<sup>th</sup> starting spot. Provisional drivers will not receive evening payout, but will receive tour A Main points. The final 25<sup>th</sup> place finisher will receive last place A Main points. Members are allowed 1 provisional in a season. If two or more members want to use their provisional in the same event, the tie breaker is as follows. The 25<sup>th</sup> spot will go to the driver who currently is the highest in the current year's tour points. If still tied we will go to a coin toss.

b) Second Provisional /26 starting spot

Spot is reserved to a driver who has competed in at least 50% of the races the previous year. Each member is allowed to use this provisional 1 time. If two or more members want to use their provisional on the same night, who ever finished highest in points in the previous season will be given the provisional spot.

c) The 600 Sprint Tour has the right to add a provisional to special races. All provisional availability will be announced prior to that nights qualifying.

d) Provisional starters do not receive payout.

## **26. Bubble car**

The car that finishes 1 spot out of qualifying in the b main is the bubble car. They shall be in there car and ready at the track entrance. If a qualified car is unable to take the initial green flag, the bubble car may fall into the rear of the field and is now a qualified car. Once the initial green is displayed and no cars drop out prior the bubble car will be sent back to their pit and is done for the remainder of the night.

## **27. Line-Ups**

If a car can't self-start at the staging area the car will start tail. If they can't start after a red flag condition on the track, they are allowed the help of a four wheeler and they will get their position back. Cars must be in line and ready to enter track when called by 600 Sprint Tour officials. Race will not be held up to wait for a car.

## **28. Qualifying for Payout**

Driver must take the green flag in the A Main to receive a payout for that event. If DQ'd you will not receive a payout or points for that race.

## 29. Points Schedule

Heats		B-Main Non Qualifier		A Main	
1 <sup>st</sup>	20	1 <sup>st</sup>	50	1 <sup>st</sup>	100
2 <sup>nd</sup>	18	2 <sup>nd</sup>	48	2 <sup>nd</sup>	97
3 <sup>rd</sup>	16	3 <sup>rd</sup>	46	3 <sup>rd</sup>	94
4 <sup>th</sup>	14	4 <sup>th</sup>	44	4 <sup>th</sup>	91
5 <sup>th</sup>	12	5 <sup>th</sup>	42	5 <sup>th</sup>	88
6 <sup>th</sup>	11	6 <sup>th</sup>	40	6 <sup>th</sup>	86
7 <sup>th</sup>	10	7 <sup>th</sup>	38	7 <sup>th</sup>	84
8 <sup>th</sup>	9	8 <sup>th</sup>	36	8 <sup>th</sup>	82
9 <sup>th</sup>	8	9 <sup>th</sup>	34	9 <sup>th</sup>	80
10 <sup>th</sup>	7	10 <sup>th</sup>	32	10 <sup>th</sup>	78
		11 <sup>th</sup>	30	11 <sup>th</sup>	77
		And down		12 <sup>th</sup>	76
				13 <sup>th</sup>	75
				14 <sup>th</sup>	74
				15 <sup>th</sup>	73
				16 <sup>th</sup>	72
				17 <sup>th</sup>	71
				18 <sup>th</sup>	70
				19 <sup>th</sup>	69
				20 <sup>th</sup>	68
				21 <sup>st</sup>	67
				22 <sup>nd</sup>	66
				23 <sup>rd</sup>	65
				24 <sup>th</sup>	64
				25 <sup>th</sup>	64

## 30. Sportsmanship

600 sprint car racing is a very emotional sport. As such, good sportsmanship is the key element of any competitive racing program. This must include respect for all participants- drivers, owners, pit crews, and officials. For our part we will make every effort to be consistent with our rules regardless of whom or what is involved. We will treat participants with respect and expect similar treatment in return. A racers pit area is his castle- therefore please stay out of other racers pit areas, especially after incident where you have been involved with that racer. Drivers- remember that you are responsible for the actions of your crews. Any offending parties will be fined appropriately and disciplinary actions will be initiated.

## 31. Entering Track

No car will enter the track under any condition (white, yellow, or green flag conditions) without permission of 600 Sprint Tour officials. Cars are only allowed to enter during yellow flags. Once the white flag is thrown before going green, the track entrance is closed. Cars must enter only in designated area by 600 Sprint Tour officials.

### 32. Rough Riding

- a) Any driver, while racing, who commits unnecessary contact, harassment, or uses any driving tactic, whether intentional or not, that is considered dangerous by 600 Sprint Tour Officials will be deemed rough riding.
- b) Any driver determined to be rough riding may be black flagged and/or immediately suspended and subject to loss of points and/or fines. They are also subject to be placed scratch at a designated number of a main races.
- c) A driver making contact with another driver after the checkered flag is thrown is subject to loss of points and/or fines that would have to be paid before being able to compete in another 600 Sprint Tour race.

### 35. Starts and Restarts

- a) Double File Starts. A pair of white lines or two cones placed in the turn 4 area. The front row must be side by side when they hit the first cone/line. The **leader** has from the first cone/line till the second cone/line to start the race. If the leader starts the race before the first cone/line that is a jump. Once the leader starts the race 2<sup>nd</sup> place can go. If the second place starts before the leader that is a jump. If leader doesn't start the race by the time the cars hit the second cone/line second place can go. If leader is doing a brake check or changing speeds between cone/line that is a jump. After two consecutive unsuccessful double restarts all restarts will be single file for remainder of race.
- b) After the initial start the leader will have the choice to start on inside or outside position of front row. The leader must choose his position prior to the white flag lap.
- c) No more warning on jump starts. You will be penalized two spots either immediately if there is caution, or after race if no cautions. If 1<sup>st</sup> or second place car jumps he will fall back a row (switch positions with car directly behind him on double file restarts).
- d) You CANNOT pass another car until after you pass the second cone/line
- e) All restarts are double file until the halfway point of that event. Then they are single file. Lap cars will be placed to the rear of the field.

### 36. Yellow Flags

- a) All cars stopping on the track because of yellow or during yellow will be placed to the rear of the field.
- b) Any car that is involved in 3 unassisted yellows will be black flagged.

### 37. Red Flags

- a) Drivers may not leave their cock pits unless otherwise instructed by 600 Sprint Tour officials.
- b) Any car going to the pits during a red flag will go tail when returning to track.

### 38. Protest

#### a) **Engine**

A protest may be made against another competitor's car. **\$1,500.00** cash is required to initiate the protest. A protest will only be excepted from a driver or owner. A protest must be in writing on what exactly you are protesting. The engine in question will be removed from the chassis and placed in the custody of a 600 Sprint Tour official. 600 Sprint Tour Officials and u6sa Officials will examine the engine and determine if the engine is "legal" as defined by the 2011 600 Sprint Tour rules. If the engine is found to be "legal" \$1,000.00 will be given to the owner of the engine in question. \$500.00 will be retained by the 600 Sprint Tour. If the engine in question is deemed "illegal" \$1,000.00 will be refunded to the protestor, and the owner and driver of the engine in question will be stripped of all season points and subject to further disciplinary action up to and including being banned from racing on the 600 Sprint Tour for the remainder of the season and loss of all points. All protests and penalties will be reviewed and performed at the discretion of the 600 Sprint Tour. The 600 Sprint Tour has the right to turn down any protest if they feel they are not warranted. In the case of back to back races or races too close to get motor back to competitor before next race, the motor will be sealed by 600 Sprint Tour Officials and taken out at next available time. If motor is found illegal, same as above and also all winnings earned with motor while sealed will have to be paid back to 600 Sprint Tour before being allowed to compete in another race.

b) **Fuel** test protest \$300 (\$100 filing fees retained by 600 Sprint Tour).

c) **Other technical** protests \$200 (\$100 filing fee retained by 600 Sprint Tour).

d) Tech inspector has the right to tech a car at any time during the course of an event.

### 39. Jury By Your Peers

A three person committee consisting of drivers or car owners or team members, this committee will represent the racers. This committee will be used to help on grey area calls, or times when there is something that is not seen by 600 Sprint Tour officials or no rule in the rule book. More eyes to make sure everything is fair. They can also be asked to help on disciplinary actions at certain times. Also some people are afraid to talk to officials and this gives them another outlet to bring things up. The three person committee will not be able to make judgments on their own team. A substitute member would then be asked to come in. This committee will not make the final decision. All final decisions will be made by the 600 Sprint Tour officials. This committee will be used as a checks and balance system to make sure we can make things as fair as possible. The committee can also be called on throughout the season to review how the season is going.

### 40. Minimum Age to Compete

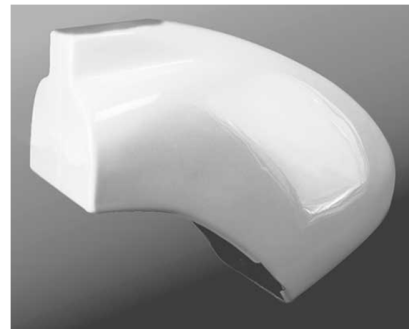
The minimum age to compete in the 600 Sprint Tour is 14 years of age.

## 2011 Fuel Cell Options

Bladder tanks are highly recommended. Wet tanks are not allowed. 5 gal fuel cells (see pic A) are allowed but you must run tail cone cover. See (pic B) and keep the traditional sprint car look.



pic A



pic B

Things to consider when making choice

1. We typically burn about 3.5 gallons in a feature.
2. Race lengths are not going to be shortened in length or have fuel stops because of extra caution laps.
3. When mounting mount without drilling thru tank.
4. I talked to a manufacture and they do have generic style mounts for this tank without drilling.

### Option B Retro Fit Bladder Tank Retro Fit Bladder Tank

1. Uses any existing 16 gallon tank and 4 x 6 top plate
2. 7 gallon "ducktail" bladder gives your chassis more side bite
3. Lightweight fire-resistant foam keeps fuel forward
4. New concept baffle lets you use almost every drop of fuel, eliminating the need to carry extra fuel like other designs

Kit includes: top pick-up "Upper 7" bladder, foam, .063 cover plate, fuel pick-up kit w/ -6 or -8 bulkhead fitting, also includes template to cut the hole in your existing tank. American made with American materials, Bladder has a 2 year warranty.

