



NOW600 Rule Book for 2026

This booklet contains the official car specifications for ALL sanctioned events of the National Open Wheel 600 Series.

***RACEivers are MANDATORY to race in a National Open Wheel 600 Series Sanctioned Event.**

SECTION I: CAR SPECIFICATIONS

1.1 - Appearance: All cars should be painted. Cars will be clean prior to heat races. Any damage to a car will not cause disqualification but must be repaired prior to the next night's racing. The exception to this will be a car with damages deemed to be a safety issue by track officials.

1.2 - Body: All cars must have complete bodies. The intent of this rule is to eliminate any add-on panels of any type which could be considered an airfoil or sideboard. The area behind the driver (a frame area) cannot be enclosed at all unless it has a behind the driver radiator. Panels to be flat with no more than 1.5" flap not to exceed 45 degrees.

1.3 - Brakes: Type optional. No hand operated brakes allowed, unless approved by NOW600 officials. Brakes must be sufficient strength to slide wheels or stop the car while in motion.

1.4 - Bumpers: Car must have bumper extending beyond the front and rear tires. Nothing may extend beyond a tangent line from the outside edge of the tires to the bumpers. Nothing may extend beyond the outside edge or the tires or wheels, whichever is the widest. No sharp corners or design as to hook or damage. Bumpers must be securely mounted (no zip ties, pop rivets, etc.). All front bumpers cannot exceed 7' from the front of the frame to front bumper.

1.5 - Nerf Bars: All cars must be equipped with nerf bars. Left side nerf bars may extend no more than one inch past the left rear. Right rear nerf bar may extend no more than one inch past the right rear. Nerf bars must be securely mounted (zip ties, pop rivets, etc.)

1.6 - Chain guards: Chain guards will be installed on all cars where chains are exposed to the driver and/or other participants. The chain guard, using a minimum of .090 aluminum material or equivalent, will run on top of the chain from front of front sprocket to the vertical centerline of the rear sprocket. The guard must be installed in such a manner that the driver cannot touch the chain and/or sprockets while sitting in the driver's seat.

no

1.7 - Driver's compartment: No car will be allowed to compete that requires dismantling portions thereof to enter or leave the cockpit with exception of the steering wheel hub. Go/No Go gauge must pass through right side. Fire Walls: There must be a metal fire wall between the driver and engine compartment isolating driver from engine compartment for YOUR safety. Minimum specifications are: Steel-24 gauge and aluminum-.0625 thick Floors and belly pans: Cars must have an under pan extended from the front of the seat to a place forward of the driver's feet on top of cross members and lower frame rails.

1.8 - Frame: Type optional. No aluminum

1.9 - Fuel tank: Type optional. All cars are mandatory to have either a bladder or safety cells. This is for YOUR DRIVER'S protection. Fuel cell must be securely mounted. Tanks used in qualifying must be used

for all events. No flammable liquids in cooling system.

1.10 - Fuel System: A fuel shut off valve at the rear of the car is mandatory and must be marked on the body for safety crews. A fuel cut-off safety switch is highly recommended but not required for all cars with an electric fuel pump. 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.

1.10a – Fuel Pump Relay: A fuel pump relay that turns the fuel pump off when the engine stops running is HIGHLY RECOMMENDED in 2026.

1.11 - 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 or the driver. No mirrors allowed.

1.12 – Tire doping of any kind is not allowed in any NOW600 sanctioned class.

1.13 - Mufflers are MANDATORY! Any type as long as it gets the car to 95 decibels. If a muffler falls off the car or is not mounted in its correct spot, that car will be DQ'd for that race.

1.14 - 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 and nose wing, 10" on each side of the tail and 12" on the wing. Numbers must be separated from advertising, so they will be readable. No prismatic numbers will be allowed on the cars. If the scorers cannot read your numbers, you will be required to change them before next race. Cars must have the same number on all parts of car. Cars without wings must have number plates a minimum of 6" x 8" on right side of roll cage.

1.15 - Nuts and Bolts: All nuts and bolts and component parts of car's suspension system, chassis, and running gear must be secured with either, lock nuts, lock washers, cotter keys, or safety wire except wheel nuts when using quick change hubs. All axles must be pinned to not allow axle nut to back off.

1.16 - Radiator: Type optional

1.17 - Roll Cage: Roll cages shall be at least 1" .083 wall thicknesses, or 1 1/8" .065 wall thicknesses, or 1 1/4" .065 wall thicknesses. Roll cage shall be made of chromoly steel or equivalent material. The front section of the cage shall be no further back than the steering wheel. Roll cage shall have sufficient fore 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" above the driver's helmet. If under 3' a 3 or 4 point halo must be bolted, clamped or welded, must be used to provide proper head clearance. It is mandatory to install a cross brace behind the seat to support the shoulder harness.

1.18 - Ballast: Any material used for ballast must be firmly attached as a part of the car's structure, painted white with car number. No liquid or loose ballast such as water, fuel, oil, sand bags, rocks, log chains etc. allowed.

1.19 - Seats: High back, meaning covering of shoulders and helmet mandatory. A full containment seat is HIGHLY SUGGESTED.

1.20 - Steering: Front wheels must be connected by a solid or tubular tie rod

1.21 - Throttle: Must be foot operated. No electronic traction device.

1.22 - Stock is defined as factory delivered specifications. All gaskets are to be in place and be of O.E.M. specifications.

1.23 - Advance Timing is allowed in all classes.

SECTION II: SAFETY EQUIPMENT

2.1 - Arm restraints: Use is mandatory. Must be adequate to keep driver's hands below roll cage.

2.2 - Drivers helmet: Must be full head coverage, condition to be one of three latest SNELL approved.

2.3 - Driver's uniform: Must wear a name brand flame retardant uniform. High top tennis shoes or wrestling shoes are acceptable.

2.4 - Neck brace: Mandatory. Cage net or seat mounted head-rest required unless wearing an approved immobilization device (i.e. Hans's device)

2.5 - Gloves: SFI rated driving gloves are mandatory.

2.6 - Seat belts and shoulder harness: Seat belts must be securely attached to the car and used at all time. Metal to metal latches only. 5 point seat belts, shoulder harness and sub strap are required. **Belt date must not be over 3 years old. All seat belts must have an updated SFI patch.**

2.7 - It is mandatory to install a cross brace on the frame behind the seat to support the shoulder harness.

2.8 - Any driver requiring medical attention as a result of an accident while participating at NOW600 Series must obtain a written release from the attending physician before being allowed to race again.

2.9 - All mechanically operated devices must be mounted below the driver's shoulders for safety.

2.10 - Quick release pins are recommended in wing H for easy removal in emergencies.

SECTION III: FUEL

Methanol only, NO NITRO or additives allowed. Fuel subject to be checked anytime by NOW600 officials.

NOTE: Fuel samples may be taken for analysis and prize money may be withheld until results are known.

(Penalty for fuel infraction will result in forfeiture of all points and moneys won during event detected, and a fine up to \$1000 for first infraction. 2nd infraction subject to suspension up to 1 calendar year.)

NOW600 Restricted 'A' Class Rules for 2026

1. AGE: Drivers age 8 to 16 may compete in the Restricted Class. (A driver whose 16th birthday falls during the racing season will be allowed to finish the season in which they began accruing points before their birthday. Racing season starts February 1st.)

2. ROLL CAGE: Roll cages shall be at least 1" .083 wall thicknesses, or 1 1/8" .065 wall thicknesses, or 1 1/4" .065 wall thicknesses. Roll cage shall be made of chromoly steel or equivalent material. The front section of the cage shall be no further back than the steering wheel. Roll cage shall have sufficient fore 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" above the driver's helmet. If under 3" a 3 or 4 point halo must be bolted, clamped or welded, must be used to provide proper head clearance. It is mandatory to install a cross brace behind the seat to support the shoulder harness.

2a. If using 1' .065 wall thickness, we highly suggest adding Outlaw bars, they need to be a minimum 1' .065 tubing.

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 connoted and functional. No radio communication is allowed with the car or the driver.

4. FUEL: Methanol ONLY. Upper end lubricants are NOT allowed. NITRO products are NOT allowed.

5. WEIGHT: 725lbs minimum with driver at the conclusion of the race.

6. COCKPIT: Absolutely no cockpit adjusters (shocks, wing, jacob's ladder, panhard bars etc.) are allowed. Panhard adjusters can be bolted to not allow driver to adjust during competition. All shock adjusters must be completely out of the car not only disconnected.

7. SUSPENSION: Minimum wheel-base of 50 inches. Maximum wheel-base of 70 inches center of front axle to center of rear axle. Maximum width from center left rear tire to center right rear tire is 55". 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.

9. TIRES: Hoosier ASCS2 Stamped or American Racer 70.0/13.0-10 GT Right Rear Mandatory. Any doping of tires is illegal and will result in the disqualification and forfeiture of all purse money. Tire must durometer 45 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 time trials and 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 entree 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. 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: 10 square ft. max, left sideboard 24" x 48", right sideboard 18" x 48", nose wing 18"x 24" max. Offsets are allowed. Nose wings cannot exceed 8 ½" tall or 21" long. 3" top wing wicker bill max.

13. ENGINE: 600cc 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, blueprinting. Valve seat inserts may be reworked. Valves must remain as produced with no modifications. 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. Intake and exhaust ports may not be bead blasted. 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 or aftermarket shims may be utilized. Aftermarket cam chain tensioner allowed for safety of motor. Stock Cams may be timed/degreed. Milling the head & decking the block is allowed. Fuel injection engines can run carburetors. Fuel injection engines running carburetors may change all fuel metering devices to tune fuel curve. Injection must be OEM, stock OEM throttle bodies no mixing manufacturers (i.e. Suzuki on Suzuki, Yamaha on Yamaha etc.) with OEM Boots in place. 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. Any 600cc OEM CV carburetors (no flat slides allowed). Stock ECU, FuelTech FT550, PE3-IG2 and PE3-8400 Engine control units are permitted for use with carburetors and Stock Fuel Injection. NO cones allowed. Joes Racing Product Tulsa Shootout Carb Adapter (they will be labeled with TSO.) Restrictor Plate must be King Racing Product Restrictor Plate .750" inside diameter. No exception. Any tampering with or altering will result in disqualification.

EFFECTIVE 2026: The following CP-Carillo connecting rods will be allowed: Suzuki- 06/Present #PSR9586, Yamaha 99/00 #PSR5554, Yamaha 01/05 #PSR9585, Yamaha 06/Present #PSR9584, Kawasaki 07-12 #PSR10386, Kawasaki 13/Present #PSR9661

All stock classes will be allowed to run Electronic or Mechanical Injectors with a mechanical fuel pump with stock OEM throttle bodies or carbs ONLY will be allowed. No mixing of manufacturers.

No Wheel Sensors of any kind for traction control. No Sprocket or Transmission sensors for Traction Control. NO TRACTION CONTROL of any type specifically listed or not.

NOW600 Winged A-Class Rules for 2026

1. AGE: Drivers ages 12 and up may compete in the A-Class.

2. ROLL CAGE: Roll cages shall be at least 1" .083 wall thicknesses, or 1 1/8" .065 wall thicknesses, or 1 1/4" .065 wall thicknesses. Roll cage shall be made of chromoly steel or equivalent material. The front section of the cage shall be no further back than the steering wheel. Roll cage shall have sufficient fore 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" above the driver's helmet. If under 3' a 3 or 4 point halo must be bolted, clamped or welded, must be used to provide proper head clearance. It is mandatory to install a cross brace behind the seat to support the shoulder harness.

2a. If using 1' .065 wall thickness, we highly suggest to add Outlaw bars, they need to be a minimum 1' .065 tubing.

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: Methanol ONLY. Upper end lubricants are NOT 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, jacob's ladder, panhard bars etc.) are allowed. Panhard adjusters can be bolted to not allow driver to adjust during competition. All shock adjusters must be completely out of the car not only disconnected.

7. SUSPENSION: Minimum wheel-base of 50 inches. Maximum wheel-base of 70 inches center of front axle to center of rear axle. Maximum width from center left rear tire to center right rear tire is 55". 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: Hoosier ASCS2 Stamped or American Racer 70.0/13.0-10 GT Right Rear Mandatory. Any doping of tires is illegal and will result in the disqualification and forfeiture of all purse money. Tire must durometer 45 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 time trials and 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. 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: 10 square ft. max, left sideboard 24" x 48", right sideboard 18" x 48", nose wing 18"x 24" max. Offsets are allowed. Nose wings cannot exceed 8 ½" tall or 21" long. 3" wicker bill max.

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. Stock Cams may be timed/degreed. Milling the head & decking the block is allowed. 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, FuelTech FT550, 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.

EFFECTIVE 2026: The following CP-Carillo connecting rods will be allowed: Suzuki- 06/Present #PSR9586, Yamaha 99/00 #PSR5554, Yamaha 01/05 #PSR9585, Yamaha 06/Present #PSR9584, Kawasaki 07-12 #PSR10386, Kawasaki 13/Present #PSR9661

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No Wheel Sensors of any kind for traction control. No Sprocket or Transmission sensors for Traction Control. NO TRACTION CONTROL of any type specifically listed or not.

NOW600 Stock Non-Wing Rules for 2026

1. AGE: Drivers ages 12 and up may compete in the Non-Wing class.

2. ROLL CAGE: Roll cages shall be at least 1" .083 wall thicknesses, or 1 1/8" .065 wall thicknesses, or 1 1/4" .065 wall thicknesses. Roll cage shall be made of chromoly steel or equivalent material. The front section of the cage shall be no further back than the steering wheel. Roll cage shall have sufficient fore 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" above the driver's helmet. If under 3' a 3 or 4 point halo must be bolted, clamped or welded, must be used to provide proper head clearance. It is mandatory to install a cross brace behind the seat to support the shoulder harness.

2a. If using 1' .065 wall thickness, we highly suggest to add Outlaw bars, they need to be a minimum 1' .065 tubing.

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: Methanol ONLY. Upper end lubricants are NOT 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, jacob's ladder, panhard bars etc.) are allowed. Panhard adjusters can be bolted to not allow driver to adjust.

7. SUSPENSION: Minimum wheel-base of 50 inches. Maximum wheel-base of 70 inches center of front axle to center of rear axle. Maximum width from center left rear tire to center right rear tire is 55". 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: Hoosier ASCS2 Stamped or American Racer 70.0/13.0-10 GT Right Rear Mandatory. Any doping of tires is illegal and will result in the disqualification and forfeiture of all purse money. Tire must durometer 45 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 time trials and 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. 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!

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. Stock Cams may be timed/degreed. Milling the head & decking the block is allowed. 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, FuelTech FT550, 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.

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All stock classes will be allowed to run Electronic or Mechanical Injectors with a mechanical fuel pump with stock OEM throttle bodies or carbs ONLY will be allowed. No mixing of manufacturers.

No Wheel Sensors of any kind for traction control. No Sprocket or Transmission sensors for Traction Control. NO TRACTION CONTROL of any type specifically listed or not.

NOW600 Winged Outlaw Rules for 2026

1. AGE: Drivers age 12 and up may compete in the Winged Outlaw class.

1a. A driver younger than 12 may compete with the Winged Outlaw class at the discretion of the promoter or race director.

2. ROLL CAGE: Roll cages shall be at least 1" .083 wall thicknesses, or 1 1/8" .065 wall thicknesses, or 1 1/4" .065 wall thicknesses. Roll cage shall be made of chromoly steel or equivalent material. The front section of the cage shall be no further back than the steering wheel. Roll cage shall have sufficient fore 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" above the driver's helmet. If under 3' a 3 or 4 point halo must be bolted, clamped or welded, must be used to provide proper head clearance. It is mandatory to install a cross brace behind the seat to support the shoulder harness.

2a. If using 1' .065 wall thickness, we highly suggest to add Outlaw bars, they need to be a minimum 1' .065 tubing.

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. WEIGHT: Minimum car and driver weight 775lbs.

5. WINGS: Outlaw Micro Sprint 4x4 max, left sideboard 26" x 54", right sideboard 24" x 54". Nose Wing: 4 Square Foot

6. TIRES: Hoosier ASCS2 Stamped or American Racer 70.0/13.0-10 GT Right Rear Mandatory. Any doping of tires is illegal and will result in the disqualification and forfeiture of all purse money. Tire must durometer 45 or harder no later than five minutes after the checkered flag.

7. ENGINE: 640cc MAX displacement. No Nitrous, turbo or superchargers permitted. **EFFECTIVE 2026:** The following CP-Carillo connecting rods will be allowed: Suzuki- 06/Present #PSR9586, Yamaha 99/00 #PSR5554, Yamaha 01/05 #PSR9585, Yamaha 06/Present #PSR9584, Kawasaki 07-12 #PSR10386, Kawasaki 13/Present #PSR9661

NOW600 Non-Wing Outlaw Rules for 2026

1. AGE: Drivers age 12 and up may compete in the Non-Wing Outlaw class.

1a. A driver younger than 12 may compete with the Non-Wing Outlaw class at the discretion of the promoter or race director.

2. ROLL CAGE: Roll cages shall be at least 1" .083 wall thicknesses, or 1 1/8" .065 wall thicknesses, or 1 1/4" .065 wall thicknesses. Roll cage shall be made of chromoly steel or equivalent material. The front section of the cage shall be no further back than the steering wheel. Roll cage shall have sufficient fore 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" above the driver's helmet. If under 3' a 3 or 4 point halo must be bolted, clamped or welded, must be used to provide proper head clearance. It is mandatory to install a cross brace behind the seat to support the shoulder harness.

2a. If using 1" .065 wall thickness, we highly suggest to add Outlaw bars, they need to be a minimum 1" .065 tubing.

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. WEIGHT: Minimum car and driver weight 750lbs.

5. TIRES: Hoosier ASCS2 Stamped or American Racer 70.0/13.0-10 GT Right Rear Mandatory. Any doping of tires is illegal and will result in the disqualification and forfeiture of all purse money. Tire must durometer 45 or harder no later than five minutes after the checkered flag.

6. ENGINE: 640cc MAX displacement. No Nitrous, turbo or superchargers permitted. **EFFECTIVE 2026:** The following CP-Carillo connecting rods will be allowed: Suzuki- 06/Present #PSR9586, Yamaha 99/00 #PSR5554, Yamaha 01/05 #PSR9585, Yamaha 06/Present #PSR9584, Kawasaki 07-12 #PSR10386, Kawasaki 13/Present #PSR9661

NOW600 Junior Sprint Rules for 2026

1. AGE: Drivers ages 6 through 12 may compete. It is recommended that parents/guardians read and understand these rules. If a driver turns 13 after March 1 they may compete in the Junior Sprint class for the remainder of the calendar year.

2. **ROLL CAGE:** Roll cages shall be at least 1 inch .083 wall thickness mild steel, or 1 inch .065 wall thickness chromoly steel minimum. The front section of the cage shall be no further back than the steering wheel. Roll cage shall have sufficient fore 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-inch 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. **COCKPIT CONTROLS:** On and off switches must be on dash, top of the cowl or on steering wheel. On/off switch must be functional. No radio communication is allowed with the car or the driver. The box that hangs on the fence was clarified as not being radio communication to car or driver and will be allowed. (This is the infrared transmitter used to trigger the lap timer function on Mychron style devices. Concerns had been raised that this "box" might be capable of "communicating" with a car on the track. Further review by the board proved no "communication" was possible.) Cockpit controls: carb adjusters kill switch and engine monitor. No wing sliders or pan hard adjuster's driver operated in cockpits.
4. **FUEL:** ALL JUNIOR SPRINTS MUST BRING THEIR RACE CARS TO THE TRACK WITH THE FUEL TANK COMPLETELY EMPTY. You must purchase your methanol or pump gas from the racetrack. You do not need to bring fuel. NO Nitro Products Allowed. NO UPPER LUBE OR ADDITIVES ALLOWED FOR JUNIOR SPRINTS - NO EXCEPTIONS!!! *Edit: You will get Fuel from the Tulsa Shootout, but you will fuel your car. Fuel will be checked.*
5. **WEIGHT:** Minimum car and driver weight 400 lbs.
6. **SUSPENSION:** Coil-over shock suspension or torsion bar suspension allowed. Tread; Maximum 46 inches. Minimum 32 inches, center to center of tires. Wheelbase; Maximum 52 inches. Minimum 50 inches, center of front axle to center of rear axle. Rear axle to be steel 1 1/4" min diameter or the new aluminum 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.
7. **SHOCKS:** Aluminum or steel body shocks are legal.
8. **TIRES & WHEELS:** Wheels to be 8" diameter, steel or aluminum. All four corners of tires are to be Hoosiers. The right rear spec tire is to be the Hoosier Junior Sprint tire 16.0/8.5/8/8 RD 20. You can groove or sipe all tires. Wheels must be held on with 4 or more standard lug nuts or knock-off hubs. Three spoke front wheels may be ran if they are manufactured that way. Any doping of tires is illegal and will result in the disqualification and forfeiture of all purse money.
9. **BODIES:** All cars must have complete bodies of Sprint Car design only. Tail sections must be in place for time trials and 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. Mud guards must be aluminum, metal, fiberglass or high impact plastic. There will be no tops or body encasements allowed. Minimum opening on the right side of the car will be 14" from top of roll cage to the top of the mud guard or sissy bar and 16" minimum from front

down tube to the back. All mechanically operated devices must be mounted below the driver's shoulders for safety. 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.

- 10. TRANSMISSION:** The drive will be by engine or jackshaft mounted clutch. No axle mounted clutches allowed. No direct drive will be allowed. Chain guards will be made of .060-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.
- 11. WINGS:** Right side board, maximum 42" x 20" - 16" x 16" minimum. Left side board, maximum 42" x 20" - 18" x 18" minimum. Overall wing size minimum 5.5. The wing cannot be mounted outside the centerline of the tires. Side boards may not extend more than 3" beyond center section and sides must cover center section. All wings must have 1/16" radius edges or edging. No raw edges. No wood except for ribs or spars inside center section. Nose wings cannot exceed 24" x 18", and must carry car number. Side boards not to exceed 8.5 inches tall and 21 inches long. Top wings are mandatory to enter a night's event. Cars may finish without a wing if no replacement is available. Side boards must be 90 degrees to the center section. The side board kick out cannot exceed 2 inches. It is your responsibility to check the size of your wing to make sure it is correct.
- 12. HUBS:** Front hubs; Go kart type with 5/8" bearings and 5/16" wheel studs minimum. Rear hubs; Douglas 5 x 130 Go kart type or equivalent or the new aluminum axle and wheels or any new style hub approved by tech inspection.
- 13. ENGINE RULES:** Briggs & Stratton World Formula engines as defined by the Jr Sprint USA. The Briggs World Formula will use a RLV 5442S header or stock pipe and RLV 4100 silencer as defined in the Junior Sprint USA Briggs World Formula rules. Stock pipes may be cut and turned as necessary to fit the race car as long as the pipe still retains the original length, diameters and volume as the original stock pipe. No Sprocket or Transmission sensors for Traction Control. NO TRACTION CONTROL of any type specifically listed or not.