



2023

NY6A 600 Sprint Tour

Official Rule Book

Jerry Gurney

(716)478-5347

hoosier600tour@gmail.com

www.ny6atour.com



2023 NY6A 600 SPRINT TOUR RULE BOOK

PROCEDURES & FORMATS

Safety

It is the car owners, drivers, and crews' responsibility to do everything possible to keep everyone safe on and off the track. Drivers are responsible to make sure all their safety equipment is NOT outdated.

One Way Radios

Required at the majority of the tracks we race at.

Transponders

Transponder location is 21" from the center of the front axle towards the rear axle and 6" from the bottom frame rail. Required at the majority of the tracks we race at.

NY6A Tour Decal

Required to have 2 NY6A Hoosier 600 Sprint Tour decals on the car. One on each side of the car. If our sponsors of the series provide us with their decals. Their decals will be required to be on your car in a visible spot.

NY6A Tour License

Benefits to licensing:

1. Single race driver registration discount for licensed/member tour drivers.
2. There are **2** provisional spots each race for licensed/member tour drivers.
3. All awards and contingencies are for licensed/member tour drivers **only**.
4. Top receive payout at end of the season and plaque.
5. All licensed members who run **ALL** races receive a free yearbook at the end of season.
6. Licensed/Member teams can purchase **tires** at reduced cost!!!!
7. Annual License/Membership fee discount if paid by **April 1st!!!**
8. **50, YES 50 SERIES BONUS POINTS FOR ANY NY6A 600 Sprint Tour License/Membership payment received by **APRIL 1st**. (Must be posted marked by March 31st).**

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NY6A Tour Registration

All events will require you to register at the NY6A Tour trailer prior to any on track activity. You may need to register with the track in some events. A NY6A Tour official will take care of pill draws and line ups, unless required that some tracks require their staff to do so. Most events will have some qualifiers taken from the top of preliminary races and redraw for starting positions. In rare instances the Tour will adjust qualifying/pill draw/line ups as needed to accommodate unforeseen circumstances.

Race Format

1. HEAT races should be at least **8** laps long
2. FEATURES should be at least **25** Laps long
3. HEATS will be small groups, proportional to total car count. Maximum of 8 cars in a Heat race. ((ex.) 24 total cars, 4 heat races, 6 cars per heat race, 8 laps the distance). Number of Heat & cars in a Heat will be determined once signs-ins are closed.
4. B MAIN for over 22 cars.
5. Top drivers (depending on total car count) will redraw after the Heat races
6. Top 5 of A Main FEATURE MUST go over the scales at the conclusion of the race.
7. Top 5 will head to **NY6A trailer** for Tech immediately following the Feature Event after scaling. **If a car stops at their hauler for any PERIOD OF TIME for any reason (Other than emergency) they will be DISQUALIFIED.**

NY6A Tour officials will announce at the driver's meeting the number of cars to redraw, and how many of the top drivers will scale and go to Tech after the feature.

Race Procedure

1. Drivers will make their initial draw for their Heat placement at the NY6A trailer prior to the drivers meeting
2. A drivers meeting will be held at the NY6A trailer prior to Hot laps or Heats
3. After the heats, a redraw will be conducted at the NY6A trailer before the feature event
4. **Heats** will start double file, 8 laps the distance, single file after halfway.
5. Top drivers (depending on total car count) will redraw after the Heat races
6. **B Main** for over 22 cars. Top **16** from the Heats will advance to the A Main Feature. The B Main will qualify top **2** to advance to A Main for a total of **18 cars**. NY6A Tour will fill in the next **4** provisional spots to make a field of **22** total. The loyalty provisions take over spots 19, 20, 21 & 22. Minimum 2 spots for loyalty tour points & spots for best

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business decision for the tour series. (Numbers may be adjusted at the discretion of the track or NY6A Officials).

7. **Feature/A Main** are 25 laps the distance.
8. All races will start double file at a designated Cone, tire, or barrel
 - a. All may fire BUT drivers must stay in line and must NOT pass until they have passed the "cone".
 - b. The first "jump" caught by the race director will result in the driver being docked two spots on the next restart
 - c. The second "jump" will result in the driver being placed at the tail of the field
 - d. The third "jump" will result in disqualification for the night, including disqualification of points and payout.
9. Initial Start & Re-Starts will be double file in Feature races **until 5 laps** to go **OR** after 3 cautions within 2 laps of each other. **(NY6A Tour DOES NOT USE DELAWARE LINEUP for Re-starts)**
10. Any physical altercations started between drivers, teams or any race officials will result in **disqualification for the night. NO DRIVER OR MEMBER of a Team** is allowed to go into another driver's trailer with an altercation. Your trailer is your own area. If you have a problem or issue with another driver or team member you can bring it to the attention of one of the NY6A Tour officials. At that time, they will handle the situation. Even if you don't agree with how the officials are handling the situation. You ARE to respect the official. **Depending on the altercation the team along with the driver may also face a suspension.**

Tech

1. Pre-tech takes place in the pits at the beginning of the race event, where NY6A Tour officials may check for minor components of the racecar that will be teched before any car enters the racing surface. NY6A Tour officials may check that tire rule is followed. If the driver is not able to replace or remove the part in question, they may be allowed to race, but they MUST correct the issue before competing in the next event. This will be decided by the NY6A Tour official.
2. Tech inspection following the FEATURE race event will be conducted at the NY6A Tour trailer. NY6A Tech officials plus ONE (1) driver OR Team member present during the tech process. The team member may ask any questions about the tech process, and the tech inspector may answer the questions how they see it fit.
3. NY6A Tour officials will be checking bore & stroke check, rev limit and tires at every race event of top finishing drivers. NY6A Tour officials are not limited to the following: if they

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feel there is something else that needs to be checked they will do so. Tech will be announced by the official.

4. If a driver refuses or fails to scale after the feature race event, they will be **DISQUALIFIED** and receive no points for the race event.
5. If a driver refuses to be teched, they will be **DISQUALIFIED**, will not receive any points or payout for the race event.

Tire Rule

1. **All competitors should have the US6A stamped Spec Hoosier tire.** 2019 was the last year to allow old stock ASCS stamp spec. Only the US6A Spec Tire will be allowed in 2020 and beyond.
2. Right rear must be a **Hoosier Spec Tire** that durometers 50 or harder after or before any event.
3. **No use of chemical treatments allowed.**
4. You should be prepared to dismount your tire for inspection.
5. On rare occasions, combination events may allow local track rules for that event. This will be announced if that is the case.

Hoosier Racing Tire is the official sponsor of the NY6A Tour Series.

SCORING, POINTS & CHAMPION DRIVER

Scoring

As a traveling series, using tracks weekly personnel, scoring is always challenging as they are not familiar with our cars. You must make every effort to make your number and car distinguishable from others. Large contrasting numbers are a good start.

Majority of the tracks we race use a transponder system, which is the most accurate in the race results. They also have a team of scores that do hand score in the rare case of a discrepancy with the transponder system. If your transponder is not reading or working in the Heat race, they will hand score your car and let you know after Heat. You will then need to have the issue fixed by the Feature. As they will not hand score for the Feature. In the rare occasion a track does not have the transponder system then they will have a team of scores to hand score. That team works together to provide accurate results of each race.

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NY6A has all the trust in the track scoring team. NY6A will NOT review, revisit, or question results of the track. You as an independent racer may inquire with track

officials should you feel you have been miss scored, but the tracks say is final. Any interaction must ALWAYS be professional.

Points

1. Series races will be awarded points based on finishing order. The winner will get 100 points and each driver will receive one less point per position.
2. Drivers that attempt to make the show and fail to qualify will all receive points equivalent to last place points less of the event. The number of points for all non-qualifiers will be the same.
3. Points are typically posted within 24-48 hours after our race event. Once the points are updated to the google spreadsheet they will not be changed unless there was a typo or input error. *Race results are final once we have left the race event.*

Championship

Championship will be awarded to the driver with the most points at season's end.

1. Tie breakers for the championship will be as follows: number of wins, most recent win, best finish in final race, best finish in most recent race.
2. All other positions may end in a tie by points.

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2021-2023 600cc U6SA Engine Rules

1) Terms and conditions

- a) If a change or modification to the stock engine or its parts is not included in these rules, then the modification is considered legal.
- b) The word "stock" means un-modified factory original parts or components.
- c) No mixing engine parts from other motorcycle manufacturers. For example: Only Yamaha parts can be used in a Yamaha engine.

The case determines the model year and that is what determines the stock bore & stroke for that engine.

2) Overall Engine

- a) No limited production race motors allowed. Must be a production motorcycle engine, 4 cylinders 4 stroke.
- b) No titanium anywhere in or on the engine unless it comes stock form manufacturer of engine on the production bike or used as bolts in aftermarket rods.
- c) Must have engine, clutch, and transmission all in one unit.
- d) Must be Chain Drive.

3) Bore and stroke

- a) 600cc Maximum displacement for an engine model that was new in 2006 or newer. Older engines maximum displacement is 637cc. Engine model is defined as a manufacturer redesign of the overall engine. See Specification list.
- b) No strokers or de-stroked engines.

4) Head and cams

- a) NO PORTING or deporting of intake or exhaust runners.
 - i) Valve jobs, valve grinding, valve seating, valve seal modification and valve seat cutting are allowed.
 - ii) 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 ¼" into the aluminum head measured from where the seat meets the head.

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- b) OEM Head only.
- c) Valves cannot be larger in diameter than factory stock valves.

5) Bottom End

- a) No machining to remove weight from the crank (balancing of crank is ok) (no after-market cranks) (no lightweight cranks) No polishing or coatings of any kind.
- b) No aluminum connecting rods.
- c) No dry sump systems are allowed unless it comes from the motorcycle manufacturer as original equipment.

6) Clutch/Transmission

- a) No removal of clutch.
- b) Clutch must remain operational.
- c) No modification to the stock transmission gears, no close-ratio gears or nonstandard gear-ratios. All gears must remain in transmission, no removing any gears. No polishing or coatings of any kind.

7) Ignition

- a) No aftermarket ECU's, stock appearing ECU only. ECU must be a production ECU that was originally supplied by the same manufacturer as the engine. Racing ECU's may be used, as long as they were originally supplied by the same manufacturer as the engine. Ex: Honda motorcycle engines must run ECU's that were supplied by Honda on their motorcycle engines. Re-flashing of ECU and factory race ECU's are allowed. Rev limit for all 600cc (nothing larger than 600cc) engines is 16,100 rpms. Rev limit for all 636cc engines is 14,800 rpms. U6SA specified Rev Limit must remain intact at all times (no switched or gear specific limiters). If a computer is hooked up to check the ECU it must be set to U6SA specified rpm's, no tolerance. See specifications list for RPM limits.
- 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.
- c) No aftermarket coils.
- d) No gear position sensor may be used. The sensor may be in place on the engine but can not have any wires connected to it. Gear position wire from ECU may not be switchable.
- e) No traction control device.
- f) No more than one ECU box present in or on the car.
- g) A 50 rpm over rev tolerance for the purpose of tech inspection is acceptable. (Note: this does not mean you can turn up the rpms in any ECU by any amount).

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- h) Switchable wires for changing ignition maps, fuel maps, or rev limits must be contained and secured in the wiring harness. (The wires must be taped up, not visible, and unable to be switched in any way).

8) Air Induction system

- a) No mechanically forced induction (turbo charging, supercharging).
- b) Any carburetors may be used on any engine, regardless of year of engine.
- i) Note: Switching to carburetors on engines that came with fuel injection usually increases the rev limiter due to the removal of the injectors as the ECU cuts fuel to limit rpm's before it cuts the ignition. A reflash of the ECU will be required if using carburetors in order to comply with the rev limit rule 7. a)
- c) If the engine did not come from the factory with fuel injection, fuel injection may not be used.

9) Exhaust

- a) A muffler must be used with the exhaust system that will keep noise levels within individual track limits.

10) Charging system

- a) No removing the charging system, it must remain in complete working order, no factory racing charging systems.

11) 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.

12) Fuel

- a) No fuels other than alcohol, gasoline, and/or top lube. Non Flammable top lube only, no exotic fuel additives, no oxidizers, no fuel enhancer top lube.
- b) Fuel tanks must contain a bladder. A fuel tank with a bladder is further defined as a plastic outer shell with a rubber inner container.

13) Minimum weight

- a) Minimum weight at all times is 800 pounds for winged classes and 775 pounds for wingless classes, car and driver. If weight is added it must be firmly bolted in place.

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14) Transponder Location

- a) Transponder location is 21" from the center of the front axle towards the rear axle and 6" from the bottom frame rail.

600cc U6SA Body Rules

Nose Wing

- a) A nose wing is optional.
- b) Center airfoil cannot exceed 4 sq. ft. (576 sq. in.) of surface area. Surface area is defined by the length x width of the flat plane of the largest projection of the center foil.
- c) Nose wing must not extend beyond the outside of the front tires, or beyond the front bumper.
- d) Center foil must be one piece. No split or bi-wings permitted.
- e) Maximum dimensions of each side panel is 10-1/4" x 24-1/4". Only two side panels allowed. Panels must be parallel. No kick-out allowed. Maximum of 2" deep side panel, this is the protrusion of the stiffening members not including the struts (tubular or flat bar bracing).

Top Wing

- a) Center airfoil cannot exceed 12 sq. ft. (1728 sq. in.) of surface area. Surface area is defined by the length x width of the flat plane of the largest projection of the center foil.
- b) Top Wing must not extend beyond the outside of rear tires or behind the rear bumper.
- c) Center foil must be square or rectangular in shape with all 4 corners set to 90 degree angles.
- d) Center foil must be one piece. No split or bi-wings permitted.
- e) Maximum dimension of each side panel is 54-1/4" x 24-1/4". Only two side panels allowed. No kick-out allowed. Panels must be parallel. Maximum of 2" deep side panel, this is the protrusion of the stiffening members not including the struts (tubular or flat bar bracing).

Miscellaneous

- a) No Titanium front axles. All front axles must be of a ferrous metal and pass a magnet test.
- b) Cars may be asked to race on Tour supplied Tachometer at any time.

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