

## 2026 Thunder Hill Speedway A-Class Micro Sprint Rules:

Thunder Hill Speedway will adopt and follow NOW600 A-Class Micro Sprint Car rules for 2026 with the exception of tire rule.\*

Thunder Hill Speedway will make the Hoosier ASCS2 Mandatory on the RR and Hoosier tires Mandatory on all 4 corners of the car! \*

\*(Special Event rules may apply)

### 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, jacobs 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 Right Rear Mandatory. Any doping

of tires is illegal and will result in the disqualification and forfeiture of all purse money.

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 1/2" 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 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 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, jacobs 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 Right Rear Mandatory.** Any doping of tires is illegal and will result in the disqualification and forfeiture of all purse money.

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. 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. National Open Wheel 600 Series – PO Box 389 Drumright, OK 74030 [www.now600series.com](http://www.now600series.com) - 918-417-0624 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.