

2010 Atlanta Region F600 Rules
(approved by Atlanta Region BOD, 01/18/10)

Definition, Purpose and Philosophy

The purpose of this Regional class is to allow cars that conform to the F500 rules of the current GCR to use a 600cc motorcycle engine and drive train to race and be evaluated with cars running other engine options. Formula 600 is a Restricted Regional class of cars. Any allowable modifications, changes, or additions are stated herein and there are no exceptions. IF IN DOUBT, DON'T. Formula 600 will specifically be grouped with the F500 cars at 2010 Atlanta Region events

1. Weight and Dimensions

Minimum weight as qualified and raced, with driver, shall be 835 lbs for 4 stroke motorcycle engines up to 600cc. Dimensions shall conform to the current GCR where applicable to F500 cars.

2. Suspension

Shall conform to the current GCR where applicable to F500 cars.

3. Brakes

Shall conform to the current GCR where applicable to F500 cars.

4. Steering

Shall conform to the current GCR where applicable to F500 cars.

5. Transmission and Final Drive

A. Rear wheel drive only is permitted.

B. The final drive ratio is unrestricted. Internal transmission gears shall remain stock.

C. Cars may use sequentially shifted motorcycle transmissions. Reverse gear is not required.

D. All gear changes must be initiated by the driver manually. Any direct-acting electric solenoid shifters, air-shifters or similar devices are prohibited. Devices that allow pre-selected gear changes are prohibited

E. The clutch engagement system shall be operated solely by driver input and shall be mechanical or hydraulic in nature. The clutch must be manually operated by the driver's hands or feet and there shall be no operation of the clutch by any assisted method. The clutch assembly is otherwise unrestricted.

F. The use of jackshafts to transmit power from the output sprocket to the rear axle is allowed.

G. Final drive chain tensioners are allowed.

6. Frame/Chassis

Shall conform to the current GCR where applicable to F500 cars.

7. Roll Cage

Shall conform to the current GCR where applicable to F500 cars.

8. Bodywork

Shall conform to the current GCR where applicable to F500 cars. Cars running in this class shall display F6 Class Letters.

9. Tires

Shall conform to the current GCR where applicable to F500 cars.

10. Wheels

Shall conform to the current GCR where applicable to F500 cars.

11. Ballast

Shall conform to the current GCR where applicable to F500 cars.

12. Fuel System and Tank

The fuel system is unrestricted within the following limitations:

A. Fuel Cell Vents: Fuel tank air vents shall be located at least 25cm to the rear of the cockpit.

B. Fuel capacity: maximum 6.0 gallons.

13. Engines

A. Engines shall be motorcycle-based 4-cycle engines up to 600cc. Engines shall be mass produced by the following manufacturers: Honda, Kawasaki, Suzuki and Yamaha. The list of approved manufacturers may be modified by the CRB.

B. All engine internals and compression ratio must remain stock. The competitor must present, on demand, an original factory manual for the engine to allow compliance verification. There shall be no modifications of any component of the engine unless specifically authorized in these rules.

C. The stock ECU shall be used. The ECU fuel map may be changed. Devices that modify inputs to the ECU (e.g., Power Commander) can not be used. Stand-alone after market ECUs are not permitted.

D. Turbochargers and superchargers are prohibited.

E. Carburetion and fuel injection may be used. Fuel injection throttle bodies must be stock and unmodified for the model and year of the engine that is used. An adjustable fuel pressure regulator is allowed providing it performs no other function.

F. Stepped exhaust headers are prohibited. The exhaust system and exhaust manifold are otherwise unrestricted, within SCCA safety regulations.

G. Dry sump systems are prohibited. An Accusump or similar oiling assist systems is allowed. Any oil pan and/or baffling is permitted. The lubrication system is otherwise unrestricted.

H. Oil coolers are unrestricted.

I. The air inlet system is unrestricted at this time. However, the CRB may require the use of an inlet restrictor or restrictors at any time by publishing the requirements in FasTrack.

J. Replacement of the stock camshaft chain tensioner with any other chain tensioner is allowed. The replacement chain tensioner must attach directly to the engine in the original chain tensioner position. There shall be no modifications to the engine to enable the use of the replacement chain tensioner.

K. Replacement of the standard connecting rod fasteners with alternate fasteners is allowed as long as there are no modifications to the production connecting rods.

L. The engine head gasket must be the thickness of the OEM gasket for the year and model of the engine.

M. Camshafts and camshaft drive mechanisms cannot be modified or adjusted in any way unless specifically authorized in these rules.

14. Chain/Belt Guards

Shall conform to the current GCR where applicable to F500 cars.

15. Cooling System and Radiator

Shall conform to the current GCR where applicable to F500 cars.

16. Safety Items

Shall conform to the current GCR where applicable to F500 cars.

17. Electrical System

The electrical system is unrestricted within the following limitations:

A. Self-starter: Cars shall be equipped with an on-board self-starter and an on-board power supply controlled by the driver while in a normal driving position.