



2015 Mini Cup/Cyclone Rules

GENERAL BODY REQUIREMENTS

Hood and trunk must be held with positive fasteners. Roof opening must be hinged in front only, positive latches that can be opened from inside and outside body required. Chassis must be painted or powder coated. Body interior may be left unpainted. Body exterior dimensions shall be no more than 120 inches long measured from nose to spoiler, and 50 inches in width measured at bottom of doors. Body must remain level with chassis and cannot be offset on frame. Window supports may be no more than 6 inches in length in length each direction up or back. No wings or tunnels of any kind allowed under body. Bodies cannot be altered from original manufacturer. Any reinforcement of the body must be acceptable to officials. An Adjustable spoiler may be attached to the rear deck lid. A third spoiler brace may be used but must match the outer spoiler side dimensions. Left side speedway window must have approved window net fastened to roll cage (may have quick release mechanism). No enclosures of any kind will be allowed in the left speedway window. No mirrors or radios are permitted in mini cup cyclone cars. NASCAR appearing bodies are also allowed. Winshields are optional for driver's preference.

All dashboards must be constructed of aluminum and fastened in place. All switches must be installed in dashboard on the left side of the steering wheel. All dashboards are subject to approval by officials. Ignition shut-off must be labeled, showing on and off. Foot box interior must be constructed of aluminum. Panels must be securely fastened to chassis. Panels may be added to keep debris from driver's compartment. All interior panels are subject to approval by officials.

When enclosing front of foot box, material used must be aluminum. Bumpers must be .875x.065 wall steel tubing, fastened to chassis. An additional support using .875x.065 wall steel tubing can be welded to the corner of the front bumper and run diagonally to the chassis. A spud approximately 1 1/2" long may be welded to the chassis and utilized for attachment of the new bumper support system. Subject to approval by officials.

EQUIPMENT AND GENERAL ACCESSORIES

Cars must be fitted with an aluminum racing seat that the drivers physical characteristics. All seats must be securely mounted in the centerline of the vehicle. The seat can't be off set. No driver shall compete in any event with head or arm extended outside of car opening. The top of the drivers helmet must be at least 1 inch below the top edge of the roll cage. This will be measured with the driver securely buckled in the car's seat. All belts must consist of a 5 point harness system. Both ends of the lap belt must be fastened to the seat mounting rails with grade 8 bolts not less than 3/8" diameter. DOT approved helmet, race suit certified 3.2a/1, race gloves and shoes recommended.

GENERAL ENGINE REQUIREMENTS

The Home Depot has a 13 hp Clone electric start engine for \$329.00 or may use 13hp Honda gx 390. Only Honda GX390 13 hp , GX340 11 hp or the 13 hp "clone" Engines will be used in competition. No 420 cc harbor Freight engines allowed. No interchanging of parts from a 13 hp to 11 hp or vise versa allowed. No STOCK APPEARING PARTS. If the rules do not say that "you can"... Then don't do it. No lightweight parts. (Piston, wrist pin, & etc) Engines cannot be altered from stock Honda specs. Unless otherwise noted in the rules. No light weight parts unless otherwise specified.

Zero piston pop up is allowed. Bore may be clearanced. Bore may be oversized by 10, 20, or 30 thousands with a Honda 3 ring piston only. No gapless rings allowed. Rings must be the same thickness and width with no collapsing.

Crankshaft must have stock stroke. Crankshaft may be turned or shortened to accommodate various clutches. No lightening, polishing, or balancing of the crankshaft is allowed. Crankshaft may be ground to .010 and the use of a .010 replacement rod is permissible.

Piston and connecting rod must remain standard stock size with no grinding or sizing modifications allowed. OEM ARC connecting rod OEM length allowed. Piston must not exceed above the top of the block. Top of piston crown may be sanded to ensure "0" piston pop out. Dish in top of piston must remain a minimum of .80 plus or minus 5/1000 measured in the dish. Rotating the piston or rod is expressly forbidden. Any replacement Rod bolt is allowed. Wrist pin OEM inside hole diameter-.600. Stroke must not be altered (2.530) +/-.

Cylinder head must remain stock. No material to be added in port or taken out. No material to be added to anywhere at all of the cylinder head. Old or warped heads may be machined to the minimum 3.730 thickness. No porting, polishing, sand, bead blasting, or sizing of any part of the cylinder head is allowed. No acid baths allowed.

Three angle valve seats are not allowed. No multi angle on valves. (45 degrees stock only). Multi angle valves are not allowed. "o-rings" (one per valve) are allowed as a safety procedure. Valves may NOT be grooved to accommodate o- ring. Head gasket must be OEM. (fiber) .040 minimum. No metal head gaskets allowed at all.

Any degree timing key is permitted. Any size camshaft is permitted. All pressed gears shall remain in stock position. OEM balancers cannot be removed. No shims of any kind. EZ spin must be unaltered. All valves, lifters, push rods and rocker arms must remain OEM stock. Cylinder head may use modified 32lb valve springs. Valve guide replacements are allowed in stock location. Internal and external governor systems may be removed. Hole must be sealed up or used to VENT the block.

Flywheel minimum weight is 11 pounds 10 ounces. Charging magnets on the Inside of flywheel may be removed. Balancing of flywheel is allowed. No machining of the inside of the flywheels allowed what so ever. Outside magnets must remain stock and in the Stock location. No exceptions.

Choke assembly may be removed from the carb. Any size jet is allowed. No remote carb adjuster is allowed from the inside of the car. Carb spacer may be drilled for pulse pump fitting for fuel pump. Stock unaltered insulator blocks must run with stock gaskets one per side, unaltered intact. Maximum size bore of carb is .883 no modifications to the carb are allowed at all. No machining of carb in any fashion. Choke may be removed. No modifications to carb at all except the jet size and choke removal.

Exhaust must be a minimum of 26 inches long from end to end. Exhaust can be no longer than 33 inches long from end to end. No coating of header. No staged headers. Header wrap is allowed.

Altering the ignition timing from stock Honda gx390specs is only allowed using timing key. No alterations to the starter coil, mounting bolts and holes or other electrical parts are allowed. No advancing or retarding of the crankshaft gears allowed. Stock Honda or clone coils only. No alterations to the coil.

Note... If it doesn't say you can...then you can't. Stock, unaltered means Just that. That means no machining, sanding, scraping, blasting, or Etc. unless the rules say you can. We are trying to keep the cost down on the engines so racers can afford to race. Oil brands are optional. No additives. No decking of block and NO bump heads allowed at all.

ELECTRICAL SWITCH LOCATIONS

All electrical switches must be located on the left side of the dash panel and must be labeled on/off positions. A switch must be wired so as to ground the ignition. A working gravity type shut off switch is mandatory on cars with electric fuel pumps.

ACCESSORIES

Lap timers and other automated electronics (oil pressure, temperature and rpm) are allowed providing they are mounted securely. Data acquisition devices are not allowed. Tach/temp sensor devices may be attached to the spark plug or exhaust. A small hole can be drilled in the exhaust pipe to accommodate the sensor.

ENGINE COOLING SYSTEM

Air cooling components cannot be altered from Honda GX390. The stock shroud covering the head can be replaced with aluminum shroud with maximum dimensions of 5"x10". The replacement of this shroud is not a performance enhancement. The shroud must not extend further forward than the leading edge of the fins on the head. The intent is to equalize cooling over the surface of the aluminum head thus adding durability.

ENGINE EXHAUST SYSTEM

Exhaust pipe must be a minimum of 18" in length. Mufflers permitted. Exhaust must be approved by officials

FUEL SYSTEMS

Racing gasoline is allowed. No aviation fuel or additives of any type are allowed. 110 octane maximum. The CRL approved fuel cell location shall remain unaltered from stock location. Fuel cell container as supplied from factory is mandatory (steel or aluminum). Electric fuel pumps may be used ONLY if they have a gravity switch or device that will shut the pump off should car be overturned. All fuel lines must be secured by clamps or safety wire.

CLUTCH

Only a dry centrifugal clutch is allowed. No transmissions, belt driven torque converters, oil bath clutches or axle clutches. Also any disc clutch allowed by mini cup rules.

CHAIN/GEAR SPROCKETS

Only #35 chain allowed. Chain guards are permitted and must be acceptable to officials. No automatic or manual chain oiling systems permitted.

BRAKE COMPONENTS

Only hydraulic disc brakes with steel rotors are permitted. All cars must have brakes on rear wheels. Rear brake rotor/disc must be stock. Rotor may not be altered from stock size, no lightening or drilling allowed. Front brakes are optional and brake bias may be adjusted from driver compartment. All brake cooling component parts and installation for front brakes only must be acceptable to officials. No cooling components for rear brakes allowed.

REAR AXLE

The rear axle must meet the following requirements: Axle must be mounted solid to suspended chassis. Only 1.25" steel or chrome-molly axles permitted. Maximum axle length is 42" and must be magnetic. No alternate materials allowed. Both rear hubs must be keyed securely to axle. No floating hubs allowed. Snap rings must be in place and safety wired. Axle key stock must be secured in an additional fashion on all cars. Self-oiling carrier bearings are prohibited.

WHEELS & TIRES

Any 6" or 8" wide wheel allowed. Wheels may be painted or polished. Hoosier MC780 and American Racer MD32 slicks only. No tire grooving or prepping in any fashion is allowed. No liquid or any other tire softeners allowed. Nitrogen is allowed. *(Note: tire rule may have to be altered later in season, depending on how cars handle with these 2 tires/compounds)*

SUSPENSION

Mini cup/Cyclone cars with suspended suspension must have four steel body shocks. AFCO 1561, 1563 or Carrera 3361, 3363 or Pro SB series. (No adjustable shocks) Spring rates and manufacturer are open. Threaded body shocks may be used but must have the same 61 or 63 numbered shocks. Springs and shocks cannot be altered and must meet original factory specs. A-arms, pan hard bar, and other suspension related components must be approved. All suspension and steering components are tunable without component modifications. (No interior suspension adjusting devices allowed) Rigid suspension cars must be rigid on all 4 corners. No half suspended half rigid.

SPINDLES

All spindles must be factory type spindles. King pin angles, spindle diameters, spindle arm length and angle, and the location of the outer ball joint mounting hole must remain as manufactured. Alternate heavy duty left spindle and heavy duty right spindle and hub are permitted.

STEERING

All cars must be equipped with a steering column constructed of .750 x .065 steel tubing. A quick release coupling acceptable to the officials on the steering wheel is mandatory. Only rack and pinion steering is permitted. Steering rack may be shortened on either end. All steering linkage must be properly secured. A universal joint may be added to the column between dash-mount and steering rack.

SEAT AND PEDALS

Seat must be aluminum racing seat made by a reputable manufacturer. No home-made seats are allowed. Seats must be bolted in place. A minimum of grade 8 hardware only to secure seat. The use of straps or tape to anchor the seat is prohibited. Seat size will be appropriate for driver. All pedals must be within appropriate reach of the driver. Any deemed inappropriate by tech official will have to be modified prior to the car being allowed on the track. A raised foot box may be constructed for elevating the drivers feet or legs above the steering rack and to allow for moving pedals closer to the driver. The box may be constructed of aluminum or steel of a thickness sufficient to support the driver's feet and allow bolting of the pedal assembly directly to the box if necessary. Minimum .040 gauge aluminum or a maximum of 14 gauge steel may be used. The box must be easily removed for safety inspection of steering and suspension components. The sole purpose is to allow proper pedal location for a small driver. Any attempt to utilize the box for ballast or weight distribution is expressly forbidden. All pedals must be securely fastened to the chassis rails using grade 8-hardware. The car will fail tech, if at the discretion of the tech inspector, the seat, pedals or box are mounted in an unsafe or inappropriate manner.

WEIGHT RULE

All drivers must weigh their cars after heats and feature events unless leaving on tow rig or EMT unit. All suspended cars must weigh a minimum of 680 pounds and rigid suspension 640 pounds with driver ready to race. Any weights added must be securely mounted to chassis. They must be painted white and have car number on them.

POST RACE TECH

Trunk and hood must remain closed until such time as a tech official opens one or the other. The driver and car must remain in tech until given permission to leave by the official in charge. Drivers failing to follow this procedure are subject to disqualification. No equipment or car will be considered as having been approved by reason of having pass through inspection unobserved. If a protest is made, only 2nd and 3rd place can protest, and must finish on lead lap. Engine claim rule is as follows: Clone protest Clone-exchange engine and \$250.00, Clone protest Honda- exchange engine and \$750.00, Honda protest Honda-exchange engine and \$250.00. If protest is made driver is allowed to keep clutch, exhaust header, air filter/air filter adapter and carb turn table.

MISC

Raceceivers and Transponders are MANDATORY at all events. *(rental available at track)*

RULE BOOK DISCLAIMER

- 1. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. No express or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.*
- 2. The race director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.*

WE RESERVE THE RIGHT TO MAKE REVISIONS, IF NEEDED!