

2017 MINI CUP

In the interest of safety, competitive racing, and an effort to make MiniCup racing at Auburndale Speedway inviting to new drivers of all ages; all novice drivers must complete a driver's training and safety orientation course. Lights, Camera, Traction! Will provide this training free of charge to any driver providing their own MiniCup racecar. This 3-4 hour private training session covers driving theory, technique, track procedure, flagging and includes plenty of seat time. To schedule a training session call: Lights, Camera, Traction! 800.210.2995. All drivers will be required to demonstrate consistency, predictability and comparative lap times to the satisfaction of the Race Director. Any driver unable to demonstrate these skills will be required to start at the rear of the field (including re-starts). Additionally, the Race Director may require additional driver training before being cleared for competition. All novice drivers (as declared by the Race Director) are required to mark across the rear bumper with a 2" yellow stripe (black stripe for yellow bumpers). Any MiniCup driver that has not competed at Auburndale Speedway must be cleared by the Race Director prior to starting any heat or feature race. It is the responsibility of all new MiniCup drivers to report to the Race Director personally (no crew members), prior to practice.

MiniCup Racing Safety Equipment –

No equipment or racecar will be considered as having been approved by reason of having passed through safety inspection "unobserved." Regardless of equipment or a car passing prior inspections, compliance with all safety rules must be made at each post-race inspection. **No expressed or implied warranty of safety shall result from the technical inspection or approval.**

1. Seat: All cars must be fitted with an aluminum racing seat that fits the driver's physical characteristics. No homemade seats will be permitted. All seats must be securely mounted in the center line of the vehicle so the seat center line is within 1/4" of the car centerline (The seat cannot be off set). Seats must be mounted using grade 8 hardware.
2. Safety Harness: All belts and harnesses must be of the 5-point type and meet the following minimum requirements:
 - A. Have a minimum SFI rating of 16.1
 - B. Be at least 2 inches wide. (3 inches wide recommended)
 - C. Be dated by the manufacturer and no more the 4 years old.
 - D. A quick-release seat lap belt is required.
 - E. Both ends of the lap belt must be fastened to the roll cage with grade 8 bolts not less than 3/8" in diameter.
 - F. Shoulder harnesses must come from behind the driver's seat. Inertia reels cannot be used.
3. Head and Neck Restraint: All drivers under the age of 18 must wear a head and neck restraint system specifically designed for auto racing. It is highly recommended that all drivers regardless of age wear auto racing head and neck restraint systems.(neck collar minimum required) No driver shall compete in any event with head or arm extended outside of the car opening. The top of the driver's helmet must be at least one (1) inch below the top edge of the roll cage. This will be measured with the driver securely buckled in the seat. All drivers must wear a racing type helmet with a Snell rating of SA2000 or newer. No bicycle or motorcycle helmets allowed. Drivers must also check local track regulations to ensure their helmet meets local track regulations.

All drivers must wear an approved driving suit, shoes and gloves. A single layer fire suit is the minimum allowed. Standard fire extinguisher mounted in drivers compartment is Mandatory. Fire extinguisher must be easily accessible to driver. ***Highly recommended using a built-in in fire extinguishing system, being a minimum of the cold fire system type or equivalent.

1. Conduct: Each participant shall conduct himself to the highest standards of behavior and sportsmanship. His actions shall not prejudice the reputation of the Auburndale Speedway or the sport of automobile racing. Failure to comply may result in penalties as specified by Auburndale Speedway officials.

2. Assumption of Risk:

Auto racing is a dangerous sport that can result in serious injury or death. Participation in all aspects of the sport is voluntary. The ultimate responsibility for participant and vehicle safety lies with the participant, vehicle owner, driver and crew members. The participant also acknowledges that by participating in the event, the participant may suffer bodily injury or death, or loss or damage to property. The participant further acknowledges that the participant has voluntarily, assumed the risk of bodily injury or death or loss or damage to property and waives any claims for bodily injury or death, or loss or damage to property against the Auburndale Speedway, its directors, officers, employees, agents, event officials, event sponsors, racetrack operators and other participants; discharges such persons and entities from responsibility for such losses; and covenants not to sue such persons and entities for bodily injury or death or loss or damage to property.

Engine Rules

The only engine platforms allowed will be Honda gx390 or Clone. Engine block must be a Honda gx390 or a clone of a Honda gx390. Cylinder Head may be ported, polished and cut. Two angle valve job permitted.(no tech on head) Stock ball pivot type Rocker Arm only. No roller tip needle bearing pivot Rocker Arms allowed(rev rocker). Any rocker ratio allowed. Valves must remain stock size. Any valve springs may be used. 35mm Intake and 31mm Exhaust Any pushrod permitted. Stock connecting rod or ARC Billet Aluminum connecting rod permitted. May be used with or without a bearing. Any Honda or aftermarket piston allowed. Flat top piston permitted. Block may be milled to achieve zero piston pop. Use of domed piston is prohibited. Crankshaft output side may be shortened 1.25" max. No grinding of crankshaft to allowed for big lift cam. Must have all three(3) internal engine components. Crankshaft, camshaft, and counter balance shaft must be timed to factory timing marks. Any cam with the Max. lift of .306 intake or exhaust that will fit in the engine block without any modifications to any of the internal components of the engine or the engine block itself is allowed. Flywheel may be a Honda or Clone flywheel. Flywheel may be lightened and balanced. ARC Billet Aluminum flywheel is allowed. Any timing advancement is permitted. Any Honda or aftermarket carburetor allowed. No tech on carburetor. No alcohol, must run on pump fuel only. Track racing fuel allowed. Engine blow-by must be vented at the valve cover and attached to a catch can to prevent oil from escaping onto the racing surface. Maximum final drive ratio of 4.29 required. Must use 14t, 15t, or 16t clutch drive gear to obtain final drive ratio. Any dry centrifugal clutch allowed. No transmissions, belt driven torque converters, oil bath clutches or axle clutches permitted.

Open Motor rule will apply as follows:

All competitors must still run the Honda GX390 motor foundation however competitors will be allowed to run an open or modified motor with any performance part/parts to include any camshaft with any value lift, any type lifters to include roller tip rev lifters, any fuel to include alcohol, or any other performance part/parts with NO TECH to motor EXCEPT existing gear rule AND car with driver must weigh a minimum of

750 lbs as raced. If weight is less than 750 lbs with an open motor, the competitor will be disqualified for that event and no points/payout will apply. The present gear rule will remain in place for either motor configuration. All other rules will apply.

Body

All bodies must be styled to resemble a Sprint Cup or Truck series stock car. All bodies must be kept up and not be in a state of dis-repair at the beginning of any event. Roof opening must be hinged in the front only. Roof, hood and trunk must be held shut with positive fasteners. Body exterior dimensions shall be no more than 120 inches long, 47 inches in width. Body must remain level with chassis and cannot be offset on frame. Bodies cannot be altered from original manufacturer. Fenders may be altered for tire clearance only. No fender flairs will be permitted. A non-adjustable spoiler must be attached to the rear deck lid. The spoiler must maintain the same contour as the production deck lid with a minimum angle of 35 degrees. The car of tomorrow wings are allowed. Lexan must be a minimum thickness of .060. Lexan must be attached by rivets. Bracing is allowed on windshield or rear window. Left side window must have window net fastened to roll cage. Right hand window may have Lexan window or a window net. Wink type dimensional mirrors permitted with a maximum width of 28 inches. Side view mirrors cannot extend beyond the widest part of the car body. A maximum of 2 openings with a total of 16 square inches are permitted in the nose of the car. No openings are allowed in rear body section.

CAR NUMBERS

Numbers must be at least twelve (12) inches high and attached to both sides of the car located on the center of the door. A number eighteen (18) inches high must be attached on the roof, reading from the OUTSIDE of the racetrack. All cars must display their number using three(3) inch high numbers on the right front and rear bumper area of the car. ALL first year drivers or rookie drivers are required to display a yellow "Rookie Stripe" across the rear of the car.

Chassis

At post race inspection car with driver in race condition must weigh 700 lbs. Fuel cannot be added after the race to make weight requirement. If weight is needed to meet minimum requirements all ballast must be in solid form. Ballast can be solid lead bars, blocks or poured lead into square metal stock (no buckshot or BBs). Ballast must be painted white or any florescent color and must be marked with the cars number for easy identification. Ballast must be securely attached to frame rails so as not to slide front to back or side to side. ***If ballast comes loose and becomes debit on the racing surface during a heat race, that competitor will be disqualified for that race and no points will be awarded. If ballast is lost during the feature event, that competitor will be disqualified from that event and no points or payout will be awarded.*** Dashboards must be constructed of aluminum and securely fastened in place. Dashboards may be painted flat black. Switches must be installed on the left side of steering column. Ignition shut-off switch must be labeled, showing on and off. One engine cooling hose from the outside of the vehicle to interior of engine compartment is permitted. The hose must be mounted in the right rear side window. The hose, or an extension thereof, must not extend more than 1 inch past the inside edge of the firewall or engine covering deck lid. The diameter can be no larger than 3 inches. The rear window may not be altered or drilled. Engine covering deck lid is a requirement and must extend to the body in all directions. Bumpers must be hollow steel tubing and fastened to chassis. If a car is submitted for tech with a completely flat tire which was caused by racing or an on track incident, the competitor will be allowed to add a maximum of 18 lbs of air to the tire or replace the wheel and tire with another (18 lbs pressure max.) for the purposes of tech. Battery must remain in its stock location just ahead of the left rear tire and securely mounted in its battery box. Battery main shut-off switch and charging post are allowed and must be securely attached to the firewall on the left side on the seat. Two-way radios are permitted.

REAR AXLE

Only 1.25" steel or chrome moly hollow axles permitted. Maximum axle length is 40". Aluminum axles are prohibited. Snap ring on each end of axle must be in place and safety wired mandatory.

TIRE TRACK

Cars must maintain a tread width between 43 and 45.5 inches measured at the widest point (sidewall) of the tire set at zero toe-in. Aluminum spacers are permitted to utilize maximum front tread width.

WHEELBASE REQUIREMENTS

The maximum allowable wheelbase for either side of the car is 60.5 inches. The minimum allowable wheelbase for either side of the car is 59.5 inches. Wheelbase will be measured with the front and rear tires on each side in line with each other. A straight edge or sting must touch the front and rear sidewall of the front tire and the front sidewall of the rear tire (three points). The measurement is taken from the front edge of the front wheel to the front edge of the rear wheel. The process is the same on the opposite side of the car.

Ride Height

Chassis must be at least one and three quarters inches (1 3/4") ground clearance measured at the lowest point of the chassis not including welds or fasteners. No part of the engine or suspension can be lower than frame clearance. Ride height of the car will be checked with the driver in car on level ground as raced. No body ground clearance requirement. No mechanical or electrical device for adjusting ride height permitted.

SUSPENSION

Carrera shock part #3361, #3364, and/or Afco shock part #1553, #1551 only. Either one or both may be used in any combination. One shock, ones spring per corner. Custom or specialized shocks and or springs are prohibited. Two (2) front straight springs and Two (2) rear straight springs only. Any spring rate allowed. Any brand allowed. No variable rate spring or spring rubbers allowed.