



2016 MINI CUP RULES

While running with the Southeast Super Trucks\Super Stocks Series, you will be held responsible for following the same General, Safety, Pit and Flag Rules, as the regular touring Series drivers. You will also be responsible for following the same Race and Protest Procedures as the regular touring Series drivers. There may be a choice few rules that may not be applicable to your division, which will be at the discretion of the Series Director or his appointed person. Please visit Southeasttrucks.com to make yourself acquainted with the above listed rules.

Thank you for your interest in running with the Southeast Super Trucks\Super Stocks Series and we look forward to a great season of competition and great racing.

ON TRACK INCIDENT PROCEDURE

This procedure has been posted as a separate rule\procedure for the safety of all the Driver's and Crew Members. Please be sure to read, understand and abide by the following rule\procedure. Failure to abide by said rule could result in disciplinary action at the discretion of the Race\Competition Director.

During any race event, if a race car is involved in an on-track incident and/or is stopped on or near the racing surface and is unable to continue to make forward progress, the Driver should take the following steps. ONLY under extenuating emergency conditions with the race car (i.e. fire or smoke in the cockpit) should a Driver ever exit the race car. Otherwise stay in the race car until otherwise directed by Safety Personnel or until race car and Driver has been taken to their own pit area.

If uninjured, shut off electrical power and lower window net.

DO NOT loosen, disconnect or remove any Driver personal safety equipment until directed by Safety Personnel or Track Official.

After being directed to exit the race car, the Driver should proceed to either the EMT or as otherwise directed by Safety Personnel or Track Official.

At NO time should a Driver or Crew Member approach any portion of the racing surface or apron.

At NO time should a Driver or Crew Member approach another moving vehicle.

All vehicles not involved in the incident or that are able to proceed with forward progress should proceed at a cautious speed. Use extreme care as they approach the on-track incident scene and follow any/all directions given by Safety Personnel or Track Officials. cars in line behind the Safety car should NOT weave or otherwise stray from the line in the vicinity of the incident.

SCHEDULE

3/26/2016	Tri-County Motor Speedway
4/9/2016	Anderson Motor Speedway
5/7/2016	Kingsport Speedway
5/21/2016	Lonesome Pine Raceway
6/18/2016	Newport Motor Speedway
7/2/2016	Tri-County Motor Speedway
7/23/2016	Kingsport Speedway
8/13/2016	Newport Motor Speedway
9/3/2016	Anderson Motor Speedway
9/17/2016	Tri-County Motor Speedway

PAYOFF

There will not be a payoff for this division. However, we will honor one (1) pit pass per car entry and a trophy for the winner of a 20 lap or 20 minute race.

We will not race this division unless there is 10 or more cars registered for the event.

There will be no Rookie of the Year program. No eligible Rookie contenders were at the Season Opening Rules Meeting held on January 9th, 2016.

GENERAL

- 1 - Two-way radios are permitted. Teams with radios will be required to have a spotter in designated spotter area for each event. For those who DO NOT have radios, raceceivers will be required for each race event. Raceceivers will need to be rented or purchased from the SEST Series.
- 2 - Minimum age for Mini Cup is 13 with parental consent paperwork filled out, signed by both parents and notarized.
- 3 - Any Driver 18 years of age or younger will be required to have parental consent paperwork filled out, signed by both parents and notarized before eligible to practice/compete.
- 4 - Starting positions will be determined by drawing numbers from a hat for each race event.

MECHANICAL & TECHNICAL RULES AND REGULATIONS

Note...If the rules don't say you can...then you can't. Stock, unaltered means exactly that. This means NO machining, sanding, scraping, blasting, etc. These rules are made to keep the cost down so racers can afford to race.

WEIGHT - Suspended cars will be 680 lbs.
Rigid cars will be 640 lbs.

SHOCKS - Carrera shock # 3361 or #3364.
Afco shock #1553 or #1551

SPRINGS - Any 8 inch spring is allowed. Any weight of spring is allowed.

TIRES - ONLY Hoosier or American Racer mini cup tires is allowed. NO prepping tires.

WHEELS - Any 6 inch., 8 inch. Or 10 inch mini cup wheel is allowed.

FUEL - Any PUMP fuel or racing fuel is allowed. NO aviation fuel will be allowed.
NO methanol will be allowed. NO type of fuel additives will be allowed.
NO cooling of your fuel in the fuel cell or fuel lines will be allowed.

CLUTCH - Only a dry centrifugal clutch is allowed. NO transmissions, belt drives, torque converters or belt drive torque converters, oil bath or axle clutches allowed. ONLY #35 chain allowed. Live axle ONLY. NO ratchet or free floating hubs allowed.

ENGINES - ONLY Honda GX390 13hp, GX340 11hp or the 13hp "Clone" allowed.
Home Depot has a 13hp "Clone" electric start engine for \$329.00.
Engines will be used in competition. NO 420cc Harbor Freight engines allowed. NO interchanging of parts from a 13hp to 11hp or vice versa will be allowed. NO AFTER MARKET - STOCK APPEARING PARTS.
NO lightweight parts...piston, wrist pin, etc.

1 - Engines cannot be altered from stock Honda specs. Unless otherwise noted in rules. NO lightweight parts unless otherwise specified.

2 - Zero (0) piston pop up is allowed. Bore may be clearanced.
Bore may be oversized by 10, 20 or 30 thousandths. With a Honda 3P Carb and spacer.

3 - 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 maintain a minimum of .80 (+\-) 5\1000 measured in the dish.

4 - Ring piston ONLY. No gapless rings allowed. Rings must be the same thickness and width with no collapsing. Piston must have 3 rings.

5 - Rotating the piston or rod will not be allowed. Any replacement rod bolt is allowed. Wrist pin OEM inside hole diameter -.600. Stroke must not be altered - 2.530 is optimum.

6 - Piston and connecting rod must maintain standard stock size with NO grinding or sizing modifications allowed. OEM ARC or Parsons connecting OEM length allowed. Rod inserts allowed.

7 - Choke assembly may be removed from the carb. Any size jet is allowed. No remote carb adjusters will be allowed from the inside of the car. Carb spacer may be drilled for pulse pump fitting for fuel pumps. Stock UNALTERED insulator blocks must run with stock gaskets. One per side, UNALTERED and in tact. Maximum size bore of carb is .883 with NO modifications being allowed. NO machining of carbs allowed. Choke may be removed. NO modifications to carb except the jet size and choke removal. Max restrictor plate of .780 will be furnished by the Series for each competitor. Each restrictor plate will be numbered and drawn for. The number you draw for starting position will also be the restrictor plate number that you will race on for the night. ***These restrictor plates must be turned in within 20 minutes of race completion unless Tech holds you longer.***

CAMS - All pressed gears shall remain in stock position. OEM balances cannot be removed. NO shims of any kind. EZ spin must be unaltered. NO alterations to cam of any kind is allowed.

CRANKSHAFT - Must have stock stroke. Crankshaft may be turned or shortened to accommodate various clutch. NO lightening, polishing or balancing of crankshafts allowed. Crankshaft may be ground to .010 and the use of a .010 replacement rod is permissible.

CYLINDER HEADS - Must remain stock. NO material can be added or taken out of port. NO material can be added to anywhere of the cylinder head. Old or warped heads may be machined to a minimum 3.730 thickness. NO porting, polishing, sand, bead blasting or sizing of any part of the cylinder head will be allowed. NO acid baths allowed. Three (3) angle valve seats are NOT allowed. NO multi angle on valves (45 degrees ONLY) allowed. O-rings (one per valve) are allowed as a safety procedure. Valves may NOT be grooved to accommodate o-ring. All valves, lifters, push rods and rocker arms must maintain OEM stock. From stock up to 32lb. valve springs allowed only. Stock or brass valve guide replacements are allowed in stock location.

HEAD GASKET - Must be OEM (fiber) with .040 as minimum. No metal head gaskets will be allowed.

CAMSHAFT - Camshaft timing must be in place with notches in line. NO advancing or retarding of cams allowed. Any camshaft will be allowed.

FLYWHEEL - Flywheel minimum weight is 11lb. and 10oz. Charging magnets on the inside of flywheel may be removed. Stock timing key ONLY. NO offset keys allowed. Flywheel OEM key modification will NOT be allowed. Balancing of flywheel is allowed. NO machining of the inside of the flywheel will be allowed. Outside magnets must remain stock and in the stock location. NO exceptions. NO alterations to the key guide on the flywheel allowed.

GOVERNOR SYSTEM - Internal and external governor systems may be removed. Hole must be sealed up or used to vent the block.

OIL - Oil brands are optional. NO flammables or explosives. NO additives. No decking of the block.

EXHAUST - Must be a minimum of 28 inches long, but no more than 33 inches long, from end to end. NO coating of header. NO staged headers. Header wrap is allowed.

IGNITION - Altering the ignition timing from stock Honda specs is NOT allowed. NO alterations to the starter coil, mounting bolts and holes or any other electrical parts will be allowed. NO advancing or retarding of crankshaft gears allowed. Stock Honda or "Clone" coils ONLY. NO alterations to the coil allowed.

ENGINE PROTEST - The SEST Series reserves the right to inspect any car at any time. It is the drivers responsibility to have the car available for inspection by the SEST Race/Competition Director or any other staff member.

Protests must be made in writing within twenty (20) minutes of race completion and turned in to the Race/Competition Director or Series Administrator ONLY. All protests are CASH ONLY. Protests must be filed by either the driver or car owner ONLY. Protest fees must be turned in at the time the protest was filed. Only second or third place finishers, who are on the lead lap, may claim the winner. If you refuse to sell your engine when you are claimed, you forfeit all monies and points for that race event. Protest fee is \$100.00 and motor fully torn down.

FRAME - Suspended cars must be suspended in all four (4) corners. Rigid cars must rigid in all four (4) corners. NO type of air suspension is allowed. NO half suspended\half rigid cars allowed. MMRA safety and car rules apply mini cup division.

GEARS - Gear rules may be applied at certain race tracks due to safety and insurance regulations. This will be determined by the Competition Director as needed.