

IKO

Mini cup

2011

Rulebook

IKO SERIES VISION:

1. To provide an affordable first step into the world of racing with our series for kids.
2. To use the sport of Mini Cup racing to teach entry level skills and positive values. .
3. To establish uniformity among mini cups nationwide with a well developed rulebook.
4. To lower the expense of mini cup racing making it easier for new racers to join.
5. To enforce the national rulebook firmly and fairly, providing a level playing field.
6. To recognize the achievements of our racers to help them attract Sponsorship.
7. To attract enough interest to enlist a major national sponsorship.
8. To set the example and lead the way in the area of safety.

GENERAL DISCLAIMER STATEMENT

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 PUBLICATION 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.

The race director shall be empowered to permit reasonable and appropriate deviation.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.

Any interpretation of, or deviation from these rules is left to the discretion of the officials.

THE OFFICIAL'S DECISIONS ARE FINAL.

CODE OF CONDUCT

The driver is responsible for the actions and words of his owner, pit crew, etc. in all respects. Throughout this section, the word "driver" shall mean the driver and anyone associated with that driver at the track.

The driver shall be the sole spokesperson for his / her car owner and pit crew in any and all matters, and must deal with officials regarding their conduct and behavior.

Anyone witnessing a violation of this policy anywhere on the facility where an event is taking place should fill out the report form (Exhibit C) at the end of this rulebook.

1. Harassment of officials, safety crews, ambulance crews, or spectators will never be tolerated. Harassment is any screaming, yelling, or threatening words and/or actions. When conflicts or concerns arise, drivers are expected to share their concerns in a controlled manner to the race director. Violation of this policy will result in a \$100 fine with each additional offense generating a \$100 greater fine – i.e. \$200, \$300, \$400.

All fines must be paid before driver will be allowed to participate in any further events.

2. Harassment of other racers and/or their crews, families etc. will not be tolerated.

When harassment occurs in a pit area, the offending driver will be considered to be the driver who does not belong in that pit. When harassment occurs anywhere other than a team pit area, both parties will be considered to be at fault and will be fined. As such, if you want to ensure you do not receive a fine for harassment, stay in your pit area.

Violation of this policy will result in a \$100 fine with each additional offense generating a \$100 greater fine – i.e. \$200, \$300, \$400. All fines must be paid before driver will be allowed to participate in any further events.

3. Physical violence will never be tolerated. Any driver, who physically attacks anyone, at any time, will be fined up to \$500 and will be automatically suspended for the rest of the racing season. If the violence involved a weapon, the driver will be banned from further competition for life.

4. Any driver who uses his car as a weapon – i.e. ramming another car after the race etc. will receive a fine of \$100. If the altercation occurs outside the track where bystanders could be hurt the fine will be a min. of \$250.

5. If, in the opinion of the track officials, a racer intentionally wrecks another car during the race, the offending driver will be fined \$100.

6. Any concerns regarding the racing events must be taken to series officials only. No driver should ever go to a local racetrack official with concerns/complaints. Any driver who leaves the pit area and confronts track officials in the track tower during a racing event will be immediately thrown out of the event and fined **\$500**. This is a serious offense, it can ruin our relationship and it will not be tolerated.
7. No crew members are permitted on the race track at any time except if requested to be there by an official.
8. Everyone associated with mini cup racing is expected to abide by all local track policies and procedures. Violation of local track policies and procedures can result in fines or suspension.
9. All personal property brought to the speedway by a team must be removed with them when they leave. Examples: tires, race car parts, used oil, etc.
10. No alcohol is permitted in pit areas before, during, or after events. Our Mini Cup series is designed to be family friendly and those caught in violation of this rule will be fined up to \$100.

PENALTIES/FINES

Penalties and fines will be assessed according to the guidelines below. Any fines must be paid before driver will be allowed to join or race in any additional events regardless of the elapsed time between the infraction and the return to competition.

Adjustment Infraction – Examples of this type of violation include but are not limited to minor ride height, minor wheelbase, slightly underweight, etc. The penalty for this type of infraction will be no less than the loss of 5 positions and/or placement as the last car on the lead lap

Minor Technical Infraction – Fine up to \$250 and/or disqualification from the event in question and/or suspension from one additional event. Any illegal parts in question will be confiscated.

Serious Technical Infraction – Fine up to \$500, disqualification from the event and suspension from one additional event to the entire remaining racing season. Any illegal parts in question will be confiscated..

Refusal to Turn Over Illegal Parts – Fine of \$100 - \$250, disqualification from the event, suspension from one additional event to the entire remaining racing season.

Refusal to Submit to Tech Inspection – Fine of \$100 - \$250, disqualification from the event, suspension from one additional event to the entire remaining racing season.

Rough Driving – If officials observe rough driving during an event, that driver may be moved back in the final finishing order.

Cheating with Engine Seals – Any competitor and/or their immediate family who attempts to copy, mock, or circumvent approved engine seals will be banned from further competition for life.

POLICIES & PROCEDURES

Rain Policy –

A. If a race is stopped for any reason after ½ the laps are completed, the race will be considered official and the running order will become the final finishing order.

B. If a race is stopped before half the laps are completed, the race is cancelled. We will keep entry fee to offset travel expenses for tech officials. In addition, everyone signed in for the event will receive first place points.

Refund Policy –Membership fees and entry fees are non-refundable.

Tech Decisions – At all events, tech inspector inspect cars. All decisions regarding the legality of cars and parts will be made by the race director who will also decide any penalties, fines, etc. to be levied for infractions.

Testing Policy – No testing will be allowed at the racetrack in the week prior to the event. If the track has a regularly scheduled racing event in the week prior to the event, it is okay to run in that race.

Violations of this policy will result in a disqualification by the offending team.

Communication Policy – All drivers in National events are required to use Raceceiver “receive only” radios, to allow direct communication between race control and every car in the event.

Rules Policy – Rules are managed by a 3 member Competition Committee which reviews all rules changes and votes for or against any proposed change. All members are welcome to submit suggestions for rules changes at any time using **Exhibit E** at the end of this rulebook. In general, rules change proposals will be considered after the end of each racing season.

NO LITIGATION - By entering a Sanctioned Event, Members agree to accept the following terms: A decision of an Official is final and non-protestable and cannot be litigated. If a Member violates this agreement, and proceeds with litigation against its Official(s), that Member agrees to pay any and all costs, including reasonable attorney fees, associated with the litigation incurred by the Official(s). The rules and regulations set forth herein shall be construed pursuant to the laws of the State of Indiana; further, Madison County, Indiana shall be the exclusive forum for the adjudication of any and all claims and controversies arising there under.

Pre Tech - Every car that competes in a race must go through pre-tech before racing. Passing pre-tech does not mean the car is exempt from post-race tech, or that the car is safe to race. It only means that the items inspected passed specs at that time. Racers are welcome to bring their cars to pre-tech at any time to verify continued compliance with specifications. Compliance with specifications does not protect you from injury or loss due to racing accidents or activities.

Pre Tech Mini cup check list.

1. Ride height. 1 ¾” Gauge must flow freely under the racecar.
2. Minimum Weight 680 lbs.
3. Serial #s verify that car is approved.
4. Engine compartment exam-
 - A. exhaust pipe 28” minimum,
 - B. Approved Air filters, carb tight, no remote adjustment,
 - C. check axle with magnet (no stick – no race),
 - D. shocks, springs
 - E. air vent hose from right side rear window (no more than 1” below sheet metal)
 - F. any safety issue that may need to be addressed.
5. Spoiler check 35 degrees minimum.
6. Front brakes, shocks and foot box
7. Safety belt date (none over 3 years old allowed) check other safety equipment.
8. Steering column padding.
9. Switches located on left side of steering column.
10. Fire wall and panels over engine completely meet body of mini cup closing off and separating driver from engine compartment in case of fire.

MINICUP RULES

1.0 GENERAL RULES

1.1 These rules shall apply to each and every driver, owner, sponsor, mechanic, crew member and/or any other pit personnel (collectively known as participants) participating in any sanctioned or recognized event.

ALL PARTICIPANTS ARE SUBJECT TO THE RULES AND ARE EXPECTED TO KNOW THE RULES, ANY CLAIMED IGNORANCE OF THE RULES WILL NOT BE ACCEPTED OR TOLERATED AS AN EXCUSE.

1.2 All rules in this book apply to all National events.

1.3 All rules are subject to change at any time.

1.4 No modifications other than those specified in this rulebook are acceptable. If this rulebook does not specifically say that something can be done or not done, then you must consider that the change or action is illegal.

1.5 Anyone attempting to circumvent the rules or judged to be going against the spirit and intent of these rules or the organization is subject to disqualification or suspension.

1.6 Mini Cup cars are designed for closed road course or speedway use **only!** The car may **not** be modified for street use!

1.7 THE DECISIONS OF OFFICIALS, OR TRACK OFFICIALS, AT SANCTIONED OR RECOGNIZED EVENTS, INCLUDING THE INTERPRETATION AND APPLICATION OF RULES AND THE SCORING OF POSITIONS, SHALL BE FINAL, BINDING AND, AT THE DISCRETION OF THESE OFFICIALS. THIS IS NON-APPEALABLE.

1.8 No equipment or car will be considered as having been approved by reason of having passed through inspection "unobserved".

1.9 We do not recommend racing mini cups on racetracks 3/8 mile or longer.

1.10 As of January 1, 2010 the following manufacturers are producing new mini cup cars to specifications.

1. NC Chassis Company

www.ncchassisco.com

Phone: 330-798-7744

1.11 Mini cup cars that meet specifications but do not have the serial number plate shown above, can have a plate installed at any event by meeting the following conditions:

1. The car must be a MMI, Townsend or NC Chassis and meet all original specs.
2. The driver of the car must be a member at the time of plating.
3. There is a one-time inspection fee of \$50

1.12 Prior to purchasing a new or used car, racers need to ensure the car they are buying one that will be eligible for plating.

2.0 MEMBERSHIP AND LICENSING

2.1 Membership runs from January 1st through December 31st of the same year. All memberships must be renewed on an annual basis.

2.2 We may allow as a member any individual interested in Mini cup racing, as long as that individual has completely and truthfully completed a membership application, agreed to abide by the Rules and code of conduct, and paid the determined fee(s) due for membership. We reserve the right to reject or deny any application that is deemed unacceptable and terminate any membership that has failed to comply with rules, guidelines, and code of conduct.

2.3 All drivers in IKO Series events must be members. All drivers must have in his or her possession a valid competition license. To secure and maintain a competition license..

2.4 If a competition license applicant is under 18 years of age, the applicant must submit a minor release form signed by all parents or court-appointed guardians. If the applicant is less than 18 years old, the parent and/or guardian must also join as an associate member. All competition license applicants under 18 years of age are required to submit with their application a copy of their birth certificate. All birth certificates, whether a copy or an original will not be returned and kept on file.

2.5 Drivers 8 –14 years of age are eligible to race as Future Stars but must be cleared to race by the local track and be covered by local track insurance.

2.6 If a driver is under 8 years old, but would like to compete the following conditions must be met.

1. Driver must have previous race experience – i.e. go karts, quarter midgets, etc.
2. The local club leader must submit a letter of recommendation on behalf of the driver.
3. The driver must start at the tail end of the field in the first three events.
4. If these requirements are met, report is positive we will issue the license. If not, an additional three events must be raced, starting on the tail. After this second round of evaluation, a good report will result in issuing a license, if not, the driver will have to wait until they turn 8 to receive their license.

2.8 Racers 14 and under who have been approved to race in the Pro National cars may also continue to race in the Mini Cup division for the balance of that season.

2.9 We may penalize, suspend and / or revoke a competitor license for any period of time if the member has violated or attempted to violate rules or code of conduct.

2.10 If any member driver is parked or suspended by a local club or track, that driver may be suspended at the discretion of officials. The reporting form for this is Exhibit A at the end of this rulebook.

2.11 IKO Series has 3 types of memberships:

One-Day Member \$20 each

For any driver who only races in events for a single day

Must fill out the complete membership application

The driver will receive points for the one day, but has no other benefits

Associate Member \$25 each

For owners, crew chiefs, fans

Driver Member \$50 each

2.12 All Drivers must meet age requirements to drive in any sanctioned or recognized test sessions, practice sessions or competitions. Competitors and/or their parents or legal guardians must ensure that local track insurance covers them – especially if under the age of 18.

2.13 Minimum age requirements apply.

2.14 Local track rules prevail regarding minimum age of competitors.

2.15 All licenses are non-refundable and non-transferable.

3.0 ALCOHOL AND DRUG POLICY

3.1 Rules related to alcohol consumption shall mirror those of the track with the following exceptions:

A) No beer or alcoholic beverages shall be consumed until all racing on the property of the race track is completed.

B) If a participant member is caught consuming alcoholic beverages. he / she shall be immediately ejected from the race track premises and subject to a suspension or expulsion.

C) No alcohol shall be consumed at any time during a mini cup event.

3.2 *ILLEGAL DRUGS DEFINITION*: Illegal drugs are those substances or drug substances defined and prohibited by state or federal laws.

Possession or use of illegal drugs or drug substances, as defined above, is prohibited in any form, by any participant at an event, either on the track property or in any area considered to be used in the operation of the track, such as parking lots or leased properties.

3.3 Any person who is found to be in possession of, or under the influence of, any illegal drug or drug substance while on the track's property, or arrested by duly constituted authorities and charged with possession and/or use of illegal drugs or drug substances, regardless of whether the offense occurred on or off the track property, SHALL BE SUBJECT TO THE FOLLOWING PENALTIES:

A. Suspension from competition and eviction from all sanctioned events and denial of further entry to sanctioned events for a period to be determined by Officials.

B. Any participant who is formally charged by a court of law with an illegal drug violation, regardless of the offense, upon IKO Series being so advised, shall be suspended from all forms of participation at sanctioned and recognized events until such time as the charges are fully adjudicated through the legal process.

C. Any participant convicted of an illegal drug violation, regardless of the level of the offense, by a court of law, shall be prohibited from taking part in any sanctioned or recognized event for a minimum of one (1) year from the date of conviction.

D. In addition, during any suspension imposed above, all point fund money, both regional and national, including all contingency awards, shall be forfeited if the participant is convicted of the charges.

3.4 REINSTATEMENT:

A participant suspended for violation of these drug policy rules, may be reinstated at the discretion of IKO Series officials, if:

A. In the case of drug use, it is mutually agreed that the participant, at his or her own expense, will produce documentation from a physician licensed within the state, certifying that he or she is drug independent, as a result of random and periodic examinations and urinalysis testing.

B. In the case of drug possession that the participant produces evidence, satisfactory to Officials that he or she is not in possession of illegal drugs.

3.5 PRESCRIBED DRUGS:

If a participant is using prescription drugs on the advice of a physician, such use must be reported to the chief Official prior to the participant's entry into any track activities. Failure to do so will subject the participant to penalties as prescribed above.

4.0 ACCIDENTS AND SAFETY

4.1 Sanctioned or recognized events are competitive racing events. The rules of racing have been established to provide for orderly conduct of the racing events and to establish minimum acceptable standards for these events. Entrants are required to comply with these rules.

4.2 No express or implied warranty of safety shall result from publication of, or compliance with these rules and regulations. These rules are strictly a guide and in no way guarantee against property damage, injury or death to any participant, spectator or official. All competitors assume full responsibility for any and all injuries sustained, including death and property damage, anytime they are in the racing areas or in route to or from.

4.3 All competitors agree to inspect the racing facilities, safety personnel and equipment, and conditions at the race track on a continuing basis before, during and after the event. All competitors are solely and directly responsible for the safety of their race cars, equipment, crew members, guests, other persons in their pit area and themselves.

4.4 Any party who willfully or maliciously uses a race car, or any object, on the track or in the pits to injure, destroy or damage another person or personal property will be suspended plus subject to arrest.

4.5 Drivers may not get out of their cars while on the race track except in an emergency (such as fire or fuel leak) or if requested by an official.

4.6 No one (except the driver) is allowed to ride in or on the race cars at any time.

4.7 All drivers must wear approved seat belts, safety suit, all safety suit accessories such as gloves, shoes, etc. and helmet on the race track at all times or whenever the car is in motion. This includes pit and staging areas. These items are detailed later in section 13.

5.0 ENTRY AND SIGN IN

5.1 Upon signing in for any event, a competitor must present their state issued driver's license or picture I.D if requested.

5.2 Pit passes differ from track to track. Members must adhere to track policy.

5.3 No person will sign at any time, for any reason, an entry form, waiver and release of liability form or pit permit for anyone other than themselves.

5.4 All entries must be signed in at least 60 minutes before the scheduled starting time of the first practice session. If late, they must report to a pit official.

5.5 All drivers must be in attendance during the entire course of all drivers' meetings. All minor drivers must also have their parent or guardian present at all drivers' meetings. Any driver who misses the drivers meeting will be moved to the rear of the field for the start of the feature race.

5.6 No one under the minimum age required by the track, even if they are member, will be allowed in the pit area or other restricted areas.

5.7 All persons under the age of eighteen (18) must have signed a minor's release with all parent's or guardian's signatures and have it on file at each race track which they desire to enter.

6.0 COMPETITION AND RACE PROCEDURE

6.1 No engine, camshaft, cylinder head or carburetor body may be changed after a car has posted a qualification time or competed in a qualifying heat race without the permission of officials.

If permission is granted, they must start at the tail of the field in the next race and the engine, camshaft, cylinder head or carburetor body may be impounded by officials and is subject to technical inspection.

6.2 Officials may at their discretion, make a determination regarding the line-up of cars for any qualifying, heat races, semi features or consolation races and feature races.

6.3 At IKO Series events, the top qualifiers will be inverted for the feature race. The number of inverted cars will be 3-5-7-9-11 and will be determined by drawing a number but will only invert up to ½ the field, regardless of the number drawn for the inversion.

6.4 Drivers may not attempt to qualify more than one car in heat races when time trials are not used to set a starting order. If time trial qualifications are used, a driver may attempt to qualify with a second car provided the first car is withdrawn. Once a car has qualified, or qualified and then withdrawn, it cannot be re-qualified.

6.5 Drivers may attempt to qualify a different car in a semi feature or consolation race, if the change is reported to officials prior to the lineup. If a second car is used it must start at the end of the field.

6.6 Any driver change will result in that car starting at the rear of the field. This will apply only to the first race after a change.

6.7 If a car does not make a call for qualifications, it must run in the consolation race or start at the rear of the field if the field is not full.

6.8 IKO races will start a maximum of 26 cars.

The top 20 fastest qualifiers will be locked into the feature event based on speed. All other cars will compete in a qualifying race where the top four will transfer into the feature event. Finally, the last two cars to make the feature event will be provisional starters. Provisional positions will be given first to anyone in the top 10 in points that didn't make the show, and next to the teams that traveled the farthest to make the race.

6.9 If qualifying is rained out or cancelled for any reason, the top 20 positions will be set by points, and the remaining cars will race in the last chance qualifier event, with two provisional positions awarded as usual. If qualifying is complete and the line up posted when it rains out the 1 point bonus will be awarded.

6.10 All cars will line up in the designated staging area prior to their respective heats, consolations and features. Any car not on the track in the designated time will not be permitted to start the race or they will be placed at the rear of the field at the discretion of officials. If a qualified car is not able to start the feature race, all cars behind that car in the same row will move forward one position. In addition, if time permits, the first car to "miss" the feature may join the field at the rear.

6.11 Driver changes may not be made during the course of any race.

6.12 On the initial start, all cars must remain in double file, nose to tail formation (not to either side or more than one car length behind the car ahead). No passing is allowed on either side of the car ahead until after the start/finish line.

6.13 On all single file restarts, after the green flag and/or light is displayed, passing is allowed. If, in the opinion of officials, a driver passes incorrectly and does not immediately let the other car back in front, the offending driver may be black flagged for a "stop and go" penalty. The official's decision to penalize or not to penalize in accordance to this rule is not protestable.

6.14 All starts and restarts will be at a consistent medium speed and will be made by the flagman at the same point on the racetrack every time. The pole or lead car must maintain consistent speed until the display of the green flag. If officials determine that the lead car is not maintaining a consistent speed, or is "brake checking", that driver may be sent to the rear of the field.

6.15 If caution or red flags are displayed before the completion of lap 1, there will be a complete restart in the original starting order. If a car is unable to restart for any reason, all the cars behind in that line will move forward. There will not be any "switching sides" for the restart.

6.16 If a yellow flag is displayed after the completion of 1 lap, all cars will line up in the physical order they were running on the track at the end of the last completely scored green flag lap. No "racing back to the yellow flag". All cars must hold their position, even if trailing a lapped car and fall into a single file nose-to-tail formation. Race officials will use the Raceceiver system to place lead lap cars at the front of the field as time allows.

6.17 If a caution is displayed after the leader takes the white flag, the final finishing order will be as the cars come across the finish line after the final lap.

6.18 Any car involved in three yellow flags, for any reason, will be black flagged.

6.19 **All** cars involved in an accident will restart behind all cars not involved. Track officials have the right to deviate from this policy if they determine an incident was caused intentionally.

6.20 All cars going to the pits under a yellow or a red must restart at the rear of the field, if they wish to return to that event. Any car(s) in the pits when the yellow is turned off must remain there until cleared for return by the pit official.

6.21 Cars that spin out on the track must attempt to resume race speed and refrain from slowing current competition. If anyone is deemed to be deliberately stopping the race, his or her car may be disqualified from the event.

6.22 During the course of a race under the green or yellow flag, all work to a race car competing in that race **must** be done in the pit area or any area which is designated by the pit officials at the driver's meeting. If a car is worked on outside of these defined areas under the green or yellow flag the car may be disqualified.

6.23 If rough driving is observed, officials will first warn the driver with the point of a furred black flag. Further rough driving will result in disqualification or consultation with officials. Rough driving will be determined by the track officials during the race only. Additional sanctions in the form of loss of position or points can be made by the officials after the race if the officials deem it necessary.

6.24 A black flag can be given to any car that is losing part of the race car, appears to be unsafe, or smoking badly. The black flag decision will be made by the starter or pit officials.

6.25 The race will be officially completed when the leader has completed the specified race distance/time or with the starter's display of the checkered flag.

6.26 The standard National feature event will be 50 laps or 30 minutes, whichever comes first. If the caution flag is displayed when the time limitation is reached, there will be a single green-white-checkered attempt at a green flag finish, just like in Sprint Cup.

6.27 Upon consultation with officials, track officials have the right to change, omit, or add rules and regulations that are particular to their track in regards to how the event is run. This policy does not in any way pertain to minimum standards for safety.

6.28 At events, the race will be managed by the race director according to the policies listed above. Any changes to these policies for a particular event will be discussed in the drivers meeting. Racers must attend the drivers meeting to ensure they understand a particular track's policies and procedures. All minors must be accompanied at drivers meeting by their parent or guardian. Ignorance of track policies and procedures is not an excuse.

7.0 FLAG RULES

7.1 Competitors will be given information from the officials, during events via flags or lights as listed below:

Green: Go. The entire track is open for racing.

Yellow: Caution. All cars must come to a slow and consistent speed immediately. All cars must maintain their position, even if the car is a lapped vehicle, maintaining a single file nose-to-tail formation.

Note: A yellow flag is full-course on all oval tracks.

Red: Stop. The race has been stopped and all cars must come swiftly and safely to a complete stop.

Black: Any car given the black flag must pull into the pits immediately for consultation. Failure to obey a black flag will result in your car not being scored for the remainder of the race.

Blue with Yellow Stripe: Move over, you are being lapped.

Crossed Flags: The halfway signal.

White: You are beginning your last lap of the race.

Checkered: The race is officially completed.

8.0 TIMING AND SCORING

8.1 Timing and scoring of all cars will be handled by track officials. Drivers must be sure they understand track policies regarding timing and scoring. If a driver has a question or

concern about timing and scoring, the driver should ask the question in the pre-race drivers meeting.

8.2 The finishing order as determined by track officials is assumed to be correct, however, if a racer believes the finish to be incorrect, that racer can submit a finishing order revision form within 1 hour of posting of the results. If all the drivers who would be moved back in the finishing order by the "new scoring" agree the new scoring form is correct, we will make the change.

8.3 At tracks using an AMB style transponder system where the transponder must point down toward the track, the standard location for the transponder shall be at the rear of the car, on the side of the rear down tube on right side of the chassis. Only one transponder may be mounted per car, and all transponders must be operational. See photo below for example.

9.0 POINTS

9.1 IKO Series will award points for races using the point system described in this rulebook.

9.3 **Point System Explained** – IKO Series uses a simple, yet effective points system to determine the champion.

9.4 **Basic Point Allocation** – The basic points system awards points based on finishing positions in feature events. Points are awarded for pole position.

The winner receives 40 points. Each position back receives one less point. Here is an example of the top 5:

Fast Qualifier = 1 Bonus Point

Finish Points

1st 40

2nd 39

3rd 38

4th 37

5th 36

9.5 Point System Adjustments –

Tie-Breakers - in the event of a tie in final points at the end of the season, the tie breaker will be feature wins or the highest finishes.

9.6 At the end of the season the IKO Series will crown a mini cup champion.

9.7 Only the starting drivers will be awarded points.

9.8 No points will be awarded to the car or its owner. **Drivers ONLY.**

9.9 Points are non-transferable from one driver to another.

9.10 You must be in good standing with the IKO Series in order to receive any point fund money or awards. All suspensions must be fully served to be in good standing.

9.11 If a driver is disqualified from the feature event the remaining field (position & points) shall move up accordingly. This only pertains to the feature event.

9.16 No more than two feature races may be run in a single day by a local club.

9.17 Any protests must be made in writing within 10 minutes of the event ending.

10.0 ADVERTISING AND PROMOTION RELEASE

10.1 By entering into any event, drivers, car owners, crew and agents assign all commercial communication and broadcast rights including photos, videos, or sounds of the event.

10.2 IKO and its assigned may use any of the aforementioned likenesses for an indefinite period of time.

10.3 IKO reserves the right to assign, to approve or disapprove any advertising, sponsorship or similar agreement in connection with any IKO event. All members agree to accept the IKO decision in this regard.

11.0 CAR NUMBERS AND CONTINGENCY DECALS

11.1 Numbers must be at least twelve (12) inches high and neatly attached to both sides of the car located on the center of the door. Numbers must be located on the doors only. A number eighteen (18) inches high must be attached on the roof, reading from the OUTSIDE of the racetrack. Chrome, reflective, or gold numbers are not permitted for use. Numbers must be made of a color with a high contrast to the car body color. All number designs are subject to IKO approval. See example photo below for correct placement of IKO decal, Pro National driver uniform patch, contingency decals, and car number placement and design.

A. Car numbers at IKO events are reserved on a first come first served bases.

B. No alphanumeric or 3 digit numbers allowed.

C. IKO Series reserves the right to assign or restrict the display, and location on the car, of any decals, logos, identification, markings and advertising on race cars.

D. ALL first year drivers (Rookie of the Year Candidates) in any Pro National Series Division are required to display a yellow "Rookie Stripe" across the rear of the car. The dimensions of the stripe must be a minimum of 2 ½" X 24". See example photo below.

E. All cars are required to display their car number using 3 inch high numbers on the right rear taillight or bumper of the car, and also the upper passenger side corner of the windshield. The front windshield number must be white for visibility.

11.2 Drivers in IKO Series sanctioned races agree to display IKO Series contingency decals and a series or race sponsors' name or logo across either the top of the windshield or across the rear spoiler where applicable.

11.3 All official IKO Series decals and sponsor decals must also be displayed in order to participate in any IKO Series point funds.

12.0 GENERAL BODY REQUIREMENTS

12.1 All bodies must be styled to resemble a NASCAR stock car.

12.2 Hinges and pin kits required. Roof opening must be hinged in front only. Positive latches that can be opened from inside and outside body required. Hood and trunk must be held shut with positive pin fasteners-one (1) on each side or fastened in a manner acceptable to official(s). Roof rails no taller than 3/4 inches running the length of the roof and rear window are permissible.

12.3 Cars must be neat-appearing. Chassis must be painted or powder coated. Body interior may be left unpainted. Any body damaged must be neatly repaired.

12.4 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.

12.5 All components shall be in top quality condition. Bodies cannot be altered from original manufacturer. Any reinforcement of the body must be acceptable to official(s).

12.6 Fenders may not be cut or altered except for tire clearance, subject to approval by official(s). No fender flairs.

12.7 At post race tech all cars must weigh a minimum of 680 pounds.

Maximum left side weight is 55% of total race weight. All weights will be calculated on scales approved by IKO Series. It is the responsibility of the race car driver to see that their car meets the specified minimum weight requirements.

12.8 If weight is needed to meet minimum requirements, IKO Series recommends the use of square steel tubing weight containment bars – no buckshot or BB's allowed. Weight should be painted white and have the car number written on it for easy identification.

12.9 Weight must be attached to frame, or placed inside frame rails, with grade 8 hardware, and cannot slide from front to back or side to side.

12.10 All weight must be located inside driver compartment or approved weight containment box. Original chassis manufacturer's weight containment boxes are approved.

12.11 For old MMI chassis, the lower outside chassis tubes on the right and left side only may be replaced with 14 gauge 2X2X37" square channel for weight containment. Weight bars must not extend beyond existing rear horizontal chassis bar or change the balance or design intent of the car in any way. Weight and/or fastening systems subject to approval by Pro National Series officials.

12.12 A non-adjustable spoiler must be attached to the rear deck lid. The spoiler must not be modified in any way from the original design and must be manufactured by the same company as the body it is installed on. The spoiler must maintain the same contour as the production deck lid with a minimum angle of 35 degrees.

12.13 Lexan must be a minimum thickness of .060, but may be thicker. Tinting of windshield only is permitted. Lexan may be attached by rivets or nut and bolt. Bracing is allowed on windshield or rear window.

12.14 Left side drivers window must have window net fastened to roll cage (may have quick release mechanism). Right hand window may have Lexan window that can be easily removed by safety crew.

12.15 No vents are permitted in right side speedway window.

12.16 Wink type dimensional mirrors permitted with a maximum width of 28 inches. Mirror glass must be secured with silicone or equivalent. **Side view mirrors cannot extend beyond the widest part of the car body.**

ALL MIRRORS ARE SUBJECT TO APPROVAL BY OFFICIAL(S).

12.17 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.

Dashboard may be painted flat black. All dashboards are subject to approval by official(s). Ignition shut-off switch must be labeled, showing on and off.

12.18 Foot box interior must be constructed of aluminum at least 22 gauge. 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 official(s).

12.19 When enclosing front of foot box, material used must be aluminum not to exceed .090 thick and not to extend past vertical and horizontal bars.

12.21 One engine cooling hose from the outside of the vehicle to interior of engine compartment is permitted. This hose must be mounted in the rear side window. The pickup point of the hose must not exceed the outside body lines of the car. The hose, or an extension thereof, must not extend more than 1 inch past the inside edge of the firewall or engine covering. The diameter can be no larger than 3 inches. The rear window may not be altered or drilled.

12.22 Engine covering referenced in rule 12.21 must extend to the body in all directions.

12.23 Bumpers must be hollow steel tubing and fastened to chassis.

13.0 EQUIPMENT AND GENERAL ACCESSORIES

13.1 Pro National Series requires that all cars be fitted with an aluminum racing seat that fits the driver's physical characteristics.

13.2 All seats must be securely mounted in the center line of the vehicle. The seat center line must match that of the vehicle. The seat cannot be off set.

13.3 No driver shall compete in any event with head or arm extended outside of a 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 car's seat.

13.4 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.

13.5 All drivers must wear an approved driving suit, shoes and gloves. A single layer fire suit is the minimum allowed.

13.6 IKO Series requires all drivers use arm restraints and suggest that All drivers should also wear head and neck restraints.

13.7 IKO Series highly recommends all drivers wear underwear, shoes, socks, neck collars and gloves made of fire resistant material.

13.8 Two-way radios are permitted and Raceceiver radios are required for all cars.

13.9 IKO Series strongly recommends a built-in fire extinguishing system, being a minimum of the cold fire system type or equivalent.

13.10 All entrants must have in their pit area, at all times, as part of their equipment, a fully charged fire extinguisher.

13.11 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 2-3 inches wide for mini cup drivers.

C. Be dated by the manufacturer and no more than 3 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 harness must come from behind the driver's seat. Inertia reels cannot be used.

13.12 Mini cup specific parts such as spindles, cradles, A-arms, suspension pick up points etc. must be manufactured by approved manufacturers. No homemade or "better engineered" parts. Bolt on or replacement parts such as heim joints, clutches, wheels, etc. must conform to this rulebook but may be purchased from any source. In order to make it easier for racers to keep their cars on the track, Pro National Series will allow interchanging of parts. i.e. suspension parts from one approved manufacturer may be installed on a chassis built by another approved manufacturer. All homemade or "better engineered" parts remain illegal.

14.0 GENERAL ENGINE REQUIREMENTS

14.1 IKO Series recommends the use of approved sealed engines. IKO Series approved sealed engines are not required but will save you time and money by reducing tear downs at events. The exclusive source for IKO Series sealed mini cup engines is:

Extreme Engine Systems

Phone: 828-681-8337

Web: www.8ees.com

Or

IKO Series

1579 Eastwood Ave.

New Albany, IN. 47150

502-548-1550

14.3 Only Honda GX390K1 or U1 engines will be used in IKO Series mini cup competition. Serial numbers cannot be removed from engine block.

14.4 Engine must remain in stock location. Offsetting of engine is expressly prohibited.

14.5 No interchanging of parts from different engine models except that using U1 crankshaft and rods in a K1 motor are allowed. This includes the GX390 QAE also. The new Honda piston and rings introduced in 2009 may be used in older engines as well.

14.6 Engines cannot be altered from stock factory Honda specifications unless otherwise noted in this rulebook.

14.7 All parts must be **factory** Honda parts designed for the GX390K1/U1 and will be checked against **factory** Honda parts unless otherwise noted in this rulebook. All official decisions are final.

14.8 Specifications for the Honda GX390K1 engines can be found on page 2-4 of the Honda Shop Manual, part number 61ZH910.

DETAILED ENGINE REQUIREMENTS

14.7 Internal and external governor system may be removed. Governor shaft hole may be plugged or vented.

14.8 Zero piston pop-up is allowed. Bore may be clearanced, and may not exceed the maximum service limits. Bore may be oversized by 10 thousandths (.010), 20 thousandths (.020), or 30 thousandths (.030) with Honda replacement pistons only. Top piston ring may be oversized. Stock or aftermarket ring permitted. Top ring gap is a non-tech item. No gapless rings. No tech on rings except for thickness and width.

14.9 Crankshaft may be shortened by a maximum of 1.250 inches at the clutch end. Clutch bolt hole may be retapped. No lightening, polishing, or balancing of the crankshaft is allowed. Crankshaft may be ground .010 and the use of a .010 Honda replacement rod is permissible.

14.10 Piston and connecting rod must remain stock standard size, no grinding, polishing or sizing modifications allowed, although modifying oil lubrication hole is allowed. Also, top of piston crown may be machined to ensure 0 piston pop out. Dish in top of piston must remain a minimum of .080

14.11 Rotating the piston or rod is expressly forbidden.

14.12 Any replacement rod bolt is allowed, as long as the rod is not altered or modified, except for oil lubrication hole as specified in rule 14.10 above.

14.13 New 2008 design Honda piston and rings are legal in all engines. The part numbers for the standard size pistons are 13101-Z5T-000 and for the rings are 13010-Z5R-004. Standard size as well as 10, 20, and 30 thousandths oversize are legal.

15.0 CYLINDER HEAD

15.1 Cylinder head must remain stock.

15.2 Cylinder head may be machined to a minimum thickness of 3.730 inches

15.3 No porting, polishing or sizing of any part of the cylinder head is allowed. 15.3 in the rulebook has the following added "New Honda heads with the casting Z1C-ATA-1 have their ports ground from the factory. This grinding ONLY will be considered legal because it is from the factory. No additional grinding will be allowed, and it will be up to the official's discretion to determine if a head has been ground beyond the usual seen from the factory."

15.4 Only stock valve grinding angles allowed. 30° first & 45° second

15.5 All cylinder head dimensions will be taken from stock Honda parts.

15.6 Worn valve guides may be replaced with stock Honda valve guides or with a bronze guide-liner and must remain in stock location.

16.0 CAMSHAFT

NOTE: Super Mini Cup engines must compete using the profiled camshaft as described below which has not changed in 9 years. This is the only camshaft profile allowed for 2011.

16.1 Camshaft timing cannot be changed from Honda factory specifications. (See Honda Manual)

16.2 A reground Honda camshaft must be used meeting the following profile and must be checked at the lifter against the camshaft. Specifications are listed below. If a cam does not meet the profile below and officials determine that the only reason is excessive wear on a formerly legal cam, the cam will pass tech for that race only and the driver will be instructed to have a new cam installed for the next event.

INTAKE

LIFT DEGREES POSITION

.050 3BTDC - 3 ATDC

.100 14 - 20 ATDC

.150 30 - 36 ATDC

.200 50 - 56 ATDC

.250 81 -87 ATDC

.265 MAX

.250 48 - 42 BBDC

.200 19 - 13 BBDC

.150 1 - 7 ABDC

.100 17 - 23 ABDC

.050 34 -40 ABDC

EXHAUST

LIFT DEGREES POSITION

.050 37 - 31 BBDC

.100 19 - 13 BBDC

.150 2BBDC - 4 ABDC

.200 21 - 27 ABDC

.245 MAX

.200 68 - 62 BTDC

.150 46 - 40 BTDC

.100 29 - 23 BTDC

.050 12 - 6 BTDC

17.0 VALVE TRAIN

17.1 All valves, lifters, push rods and rocker arms must remain stock Honda GX390K1/U1 engines. Aftermarket valve springs okay if they meet the dimensions of the stock spring. One stock Honda shim allowed under both intake and exhaust springs. All dimensions will be taken from known stock Honda GX390K1/U1 engine parts. All other specifications will be from Honda GX390K1 shop manual.

17.2 A small groove may be cut in the valve stem for a safety (rubber) "O" ring to be installed. Groove must be no more than: 0.020" deep - 0.100" wide - 0.750" from end of valve stem.

17.3 Slot in rocker arm may be elongated to prevent binding.

17.4 A stock Honda valve seal may be used on intake valve only.

18.0 HONDA CARBURETOR

18.1 Choke may be removed from carburetor. Shaft holes must be plugged.

18.2 Any stock Honda jet may be used. Jet may be drilled.

18.3 The Honda carburetor needle and seat must remain stock Honda GX270 carburetor.

18.4. Stock Honda throttle stop must remain stock, unaltered – although aftermarket throttle linkages may be attached to the top for throttle actuation only.

18.5 The GX270 carburetor, Honda spacer part #16221ZE33000 and Honda Gasket part # 16221ZE3800 must be used. This smaller carburetor replaces the old restrictor plate system. An adjustable jet may be used but may not be accessible by the driver during the race.

A. Jet size is open.

B. No modification of shaft or butterfly allowed. Must be stock shaft.

C. No grinding or polishing.

20.0 CARBURETOR GASOLINE FILTER

20.1 Gasoline filters may be used. The location and size of the filter must be acceptable to official(s).

21.0 AIR FILTER AND ADAPTER

21.1 All engines are required to have an air filter and carburetor adapter.

21.2 Air filter must be Velocity Airflow Products part #VAP1016 or K & N part # RU2780 and must remain unaltered.

21.3 Air filter adapter **must** be Extreme Engine Systems part #390919 or equivalent for Honda.

21.4 Air filter cannot act as a ram air device.

22.0 ENGINE/CAR ELECTRICAL SYSTEM ALTERNATOR

22.1 Oil alert system may be removed.

22.2 Charging system may be removed.

22.3 Charging magnets may be removed.

23.0 FLYWHEEL

23.1 Flywheel may be balanced. Minimum flywheel weight must be 11 lbs. 10 oz.

Weight must be removed from the outer edge of the flywheel. Any flywheel that shows signs of machining on the inside area will be deemed illegal. The tech official will have sole discretion and authority on this matter.

23.2 No other alterations to the flywheel allowed.

24.0 SPARK PLUG

24.1 Any make or brand of spark plug may be used. Plug must remain unaltered from factory but sealing ring may be removed for head temperature sensor.

24.2 Aftermarket spark plug connectors may be used to replace stock Honda connectors.

25.0 IGNITION SYSTEM

25.1 Altering the ignition timing from stock Honda GX390K1/U1 specifications is not allowed.

25.2 No alterations to the starter coil or other electrical parts are allowed.

25.3 Spark intensifiers are prohibited.

26.0 STARTER

26.1 The electric self starter must be in working order. All cars must be capable of starting under their own power.

26.2 The starter cup is an extension of the recoil starter assembly and can be removed if desired. It also presents a hazard when adjusting the carburetor. The cup may be removed and replaced with the following Honda fan flange (Honda part # 19512-ZE2-000) **ONLY**. The screen must be replaced and firmly attached to the motor in the original location and made of ¼ inch mesh. Honda part # 19620-ZE3-810 may be used. It cannot be made of solid materials or be partially covered. A hole may be cut in the center of the mesh to allow access to the crankshaft nut.

27.0 BATTERY

27.1 Battery must be located in stock location.

27.2 All batteries subject to approval by official(s).

28.0 ELECTRICAL SWITCH LOCATIONS

28.1 All electrical switches must be located on the left side of the dash panel and must be labeled showing the on/off positions.

28.2 A switch must be wired so as to ground the ignition.

28.3 A working gravity type shut off switch is mandatory on cars with electric fuel pumps.

29.0 ACCESSORIES

29.1 Lap timers and other automated electronics (oil pressure, temperature and rpm) are allowed providing they are mounted securely.

29.2 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.

30.0 ENGINE COOLING SYSTEM

30.1 Air cooling components cannot be altered from Honda GX390K1/U1.

30.2 The stock shroud covering the head can be replaced with an aluminum shroud with maximum dimensions of 5" by 10". 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.

Refer to section 12.21 on additional engine cooling

31.0 ENGINE EXHAUST SYSTEM

31.1 Exhaust pipe must be made by approved manufacturers. Pipe must have no interior restrictions and be a minimum of 28 inches end to end. No staged pipes allowed.

31.2 Mufflers may be used ONLY the "RLV" muffler part number 4120 at sanctioned events. All mufflers must be welded to the header pipe and contain a minimum of one baffle. The final measurement of the pipe length in rule 31.1 will include the length of the muffler.

31.3 Additional bracing and brackets to reinforce and support pipe are legal.

31.4 Exhaust pipe wrap only is legal. No coatings.

32.0 FUEL & OIL

32.1 Unleaded gasoline available at a corner service station only. No racing fuel, aviation fuel or additives of any type are allowed. IKO Series reserves the right to use a pump around system. Any competitor who does not allow fuel to be pumped will be disqualified. Fuel may be tested by Pro National Series officials using a Digatron fuel testing meter.

32.2 IKO Series recommends that racers purchase fuel for each event at a local service station near that event to minimize the chance of having fuel that does not match samples taken by IKO Series for reference.

32.2 Oxygenated fuel is legal in specific geographic areas where it is mandated by federal law. When racing outside of those specific geographic areas, the oxygenated fuel will be considered illegal and the car will be subjected to disqualification.

32.3 Oil is to be used to lubricate the engine only – not for combustion. Any brand of oil is allowed, provided it does not contain any prohibited additives. Prohibited additives designed to increase power include but are not limited to nitro methane, polypropylene oxide, etc. These can be dangerous and will bring a stiff penalty and/or suspension from IKO Series. The only allowed additives are those designed to reduce friction such as Prolong or Militec.

33.0 FUEL CELL

33.1 The use of fuel cell, capacity 1 ½ gallons or less is mandatory.

33.2 The IKO Series approved fuel cell location shall remain unaltered from stock.

34.0 FUEL LINES AND FUEL PUMP

34.1 Electric fuel pumps may be used **ONLY if they have a gravity switch or device that will shut the pump off should the car be overturned.**

34.2 All fuel lines must be secured by clamps or safety wire.

35.0 CLUTCH

35.1 Only a dry centrifugal clutch is allowed. No transmissions, belt driven torque converters, oil bath clutches or axle clutches. Clutch and clutch components must meet the following requirements:

-RATECH clutch # 1300S006

-PREMIER Titan clutch Only shoes, springs and drums manufactured by PREMIER for clutch #1000200 are acceptable.

–Horstman Redhawk clutch is legal.

36.0 CHAIN / GEAR SPROCKETS

36.1 Only # 35 chain allowed. Only sprocket gears 53-80 tooth. No skip-tooth gears allowed. Chain guards permitted and must be acceptable to official(s). No automatic or manual chain oiling systems permitted. **IKO Series reserves the right to mandate gear size and ratio at any and/or all events.**

37.0 BRAKE COMPONENTS

37.1 Only hydraulic disc brakes with steel rotors are permitted.

37.2 All cars must have brakes on front and rear wheels. Rotors may not be altered from stock. No alternate materials may be used. Brake bias may be adjusted from driver compartment.

37.3 All brake and brake cooling component parts and installation must be acceptable to the official(s).

38.0 REAR AXLE

The rear axle must meet the following requirements:

38.1 Axle must be mounted solid to suspended chassis.

38.2 Only 1.25" steel or chromemoly hollow axles permitted. Maximum axle length is 40". No alternate materials allowed.

38.3 Both rear hubs must be keyed securely to axle. No floating hubs allowed.

38.4 Snap rings must be in place and safety wired.

38.5 Axle key stock must be secured with tie wrap, tape, etc. on all cars.

38.6 Self oiling carrier bearings are prohibited.

39.0 WHEELS

All wheels must meet the following requirements:

39.1 Old 6 lug wheels are 8" diameter aluminum with a 6.5" rim width.

39.2 **IKO Series strongly recommends 4 bolt hubs and wheels for safety.**

39.3 4 lug Douglas Wheel part number 005-31 with dimensions 8" X 6" are legal

40.0 TIRES

40.1 IKO Series requires Hoosier MC780 tires. No other tire is legal.

40.2 IKO Series official(s) may conduct durometer reading to verify compound.

40.3 No liquid or other tire softeners are allowed.

40.4 Nitrogen is allowed for use in tires.

41.0 TIRE TRACK WIDTH

41.1 All cars must maintain a tread width between 43 and 45 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.

41.2 All tires and wheels must be enclosed by the body.

42.0 WHEELBASE REQUIREMENTS

42.1 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.

43.0 CHASSIS

43.1 All cars running in National races must have an official serial number plate permanently affixed to their chassis. For more information, see section 1.11

43.2 All chassis must be painted or powder coated.

43.3 The following modifications are recommended for old MMI chassis:

A) A stub can be welded to the front corner of the chassis on the lower frame rail to accommodate the insertion of the optional bumper bracket. The bumper, or body where the bumper mounts, may be reinforced in other ways as long as the intent is not to add ballast or support in such a way that would create unfair advantage for the driver.

B) A vertical bar may be welded at the juncture of the A-pillar and the front of the hoop and run directly down to the top two side/door protection bars.

C) Both bars A or B (as specified in graphic below) may be added using only mild steel 1.125 in diameter and .065 in thickness. These bars must be mig welded.

D) Front upper frame rail cross bar located 16 inches (center-to-center) below the upper shock tower cross bar. Must be parallel to shock tower cross bar. This will also serve as mount for foot net.

E) Additional bars for SAFETY ONLY may be added to chassis subject to approval by IKO Series officials at the national level.

43.4 Damage to the frame may be repaired however; any repairs must be visually inspected by a Pro National Series official. Any frame that shows poor workmanship from damage repair will not be approved to race until necessary corrections have been made.

43.5 No filled or solid tubing allowed.

44.0 SUSPENSION

44.1 Mini Cup cars must have a suspension consisting of the following:

Option 1

- Four (4) Carrera shocks, Carrera part #3361, are standard. Either one or both of the front shocks may be replaced by Carrera part #3364.

- Option 2

Four (4) Afco shocks, part numbers 1553 front and 1551 rear.

Afco shock spacers part numbers 20178 and 20178-1 are legal for use on the rear with 1551 shocks.

Option 3:

Four Pro shocks part number, part # SB53 front and SB51 rear

Springs:

- Two (2) 400# straight front springs, any brand allowed (front mount only).

- Two (2) 140# straight rear springs, any brand allowed (rear mount only)

- or

- Two (2) 350# straight front springs, any brand allowed (front mount only)

- Two (2) 135# straight rear springs, any brand allowed

Must use the springs in this combination only, either combination is legal on any brand shock listed above.

44.2 Springs and shocks cannot be altered and must meet original factory specifications. Shocks/springs must be used in designated areas with no combinations other than specified above.

44.3 A-arms, panhard bar, and other suspension related components must be original manufactured products and the pickup points must remain as produced by the approved manufacturers. No homemade parts.

44.4 Front shock spacing may not exceed one (1) inch width.

44.5 All suspension and steering components are tunable without any component modifications.

44.6 Testing of spring rates by IKO Series will be with a Longacre spring rater using the 1" compression, 1" measurement method.

44.7 No mixing and matching of different brands of shocks. All 4 must be Option 1 or Option 2 or option 3.

45.0 SPINDLES

45.1 All spindles must be manufactured by approved manufacturers.

45.2 King pin angles, spindle diameters, spindle arm length and angle, and the location of the outer ball joint mounting hole must remain as originally designed when car was built by approved manufacturers.

45.3 All cars may run ARC hubs. Avengers delivered with ¾" spindles may continue to use them.

46.0 STEERING

46.1 All cars must be equipped with a steering column constructed of 0.750 x .065 steel tubing.

46.2 A quick release steel coupling on the steering wheel is mandatory.

46.3 Only rack and pinion steering is permitted.

46.4 All steering linkage must be properly secured. A single u-joint may be installed on the steering shaft assembly. The U-joint is Afco part number 30309.

46.5 The steering shaft and mounting block must be padded to protect driver's legs and lower body.

47.0 BODY HEIGHT AND GROUND CLEARANCE REQUIREMENTS

47.1 All cars must maintain a minimum roof height of no less than 30.5 inches. Not including roof rails. Car height off the ground and body height, including rake or degrees of body angle, shall be determined by measuring overall height of car at rear of the hatch on the roof center line.

47.2 Frame rail and body clearance will be at least 1 ¾ inches. Front air dam clearance will be 1 ¾ inches. 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 as raced.

47.3 No mechanical or electrical devices for shifting weight or adjusting weight or ride height will be permitted.

47.4 Body may not be off set on chassis.

47.5 When measuring ride height, obvious body or bumper damage incurred as a result of an on-track incident in the race for which tech is being performed should be taken into consideration. The tech official will determine whether body or bumper damage incurred during that race has caused the vehicle to fail ride height inspection.

47.6 If a car is submitted for tech with a completely flat tire (0 lbs pressure) which was caused by racing or an on track incident, and the tech official determines this to be the case, 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 (18lbs pressure max.) for the purposes of tech.

48.0 POST RACE TECH AND SCALES

48.1 Top finishers in both qualifying and feature races must go directly to the scales immediately after coming off the track as directed by Pro National Series officials.

48.2 The driver **must** remain in the car until the official gives permission to get out.

48.3 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.

48.4 At the National race, the champions engine may be torn down by Pro National Series Tech officials with no compensation regardless of whether it is a Approved Sealed Engine or not.

48.5 TECHNICAL PROCEDURES FOR HONDA GX390:

General:

1. Check for approved air filter
2. Check for air filter adapter
3. Air Leak check (Starting fluid around carb and insulator with engine running and listen for increase or decrease in idle)
4. Check carb bore with no-go gauge.635
5. Check fuel (take sample from line at carb)
6. Flame test oil
7. Check engine seal

Carburetor and Intake system:

1. Air leak check as above # 3
2. Fuel tests as above # 6
3. Check carb bore for polishing or material removal
4. Check throttle shaft and plate measurements
5. Check for stock gaskets
6. Check carb insulator block for material removal (no polishing, grinding or sizing, check for cracks)
7. If choke removed hole must be plugged
8. Check engine seal
9. Test air filter by rolling in pan of water to see if water infiltrates uniformly around entire surface. Look for blockage.

Cylinder head and related parts

1. Check for stock rocker arms
2. Check for stock retainers
3. Check valve springs:
Wire dia. .110 min. - .118 max.
Spring free length 1.590 max
Outside spring dia. 1.020 max
Inside spring dia. .785 min
4. Check for only 1 stock spring seat under each spring (max thickness .025)
5. Check for stock valves (only 45 degree angle)
6. Check compression chamber for weld
7. Check valve ports for material removal, valve seat for match up with ports, valve seat one 45 degree and one 30 degree angle only, extra holes in intake port.
8. Check cylinder head for angle cut
9. Check cylinder head thickness (min 3.730)
10. Check head gasket; measure at several places, and inside compression ring (min thickness .043), metal or graphite stock gasket O.K.

11. Check push rod for stock and length; 6.535 + - .005.

Ignition system:

1. Flywheel key must be in place cannot be offset
2. Coil mounting holes cannot be slotted to enable adjustment of timing
3. Check coil mounts for bending or plugged and rethreading

Flywheel:

1. Measure flywheel inner steel ring with hook gauge .335 +- .005
2. Check flywheel for lightening
3. O.K. to remove magnets
4. O.K. to balance flywheel with no intent to lighten
5. Min. flywheel weight is 11 lbs 10 oz.

Block:

1. Check for piston pop-out (zero allowed)
2. Top of piston should appear to be a stock GX390 piston
Dish in top of piston .085 +- .005
3. Stroke: 2.52-2.54
4. Bore: 3.465-3.490 (may bore up to .30 over with clearance)
5. Profile cam must meet 2011 specifications
6. Remove side cover and check to see if timing dots align. O.K. to remove oil alert system and governor

7. Check wrist pin for stock Honda GX390 measurements:

Inside- .552

Length- 2.438

8. Check rod for stock Honda GX390:

No grinding, polishing, or sizing

Enlarging of oil hole and slotting allowed

Approx. length 3.300

9. Check piston for stock Honda GX390:

Dish in top of piston: .085 +- .005

Oil ring land to bottom of skirt: Old piston 1.948 +- .002, New piston 2.052 +- .002

Check for lightening

No coatings

No tech on rings except for thickness and width

10. Check crankshaft for stock Honda GX 390:

No grinding or polishing

No balancing

Crank journal may be reground to -.010

Journal size: 1.416 std.

Journal size for -.010: 1.406

11. Check camshaft for stock Honda GX390:

Easy spin in working order

No lightening

May be welded and reground

12. Check balancer for stock Honda GX390

NO lightening or balancing

48.6 At ALL times, only IKO Series members will be allowed in the tech area. Anyone who plans to be in tech at any time must be a driver member or associate member of IKO Series.

48.7 IKO Series officials are not required to reach a conclusion regarding the legality of cars or parts at the racetrack, and may gather additional information in the days following an event before issuing a final decision.

48.8 No equipment or car will be considered as having been approved by reason of having passed through inspection "unobserved".

49.0 PROTEST GUIDELINES

49.1 Protestor must have finished on lead lap of feature.

49.2 Protest has to be written using the **Exhibit D** form at the end of this rulebook and turned in to a IKO Series official no later than twenty minutes after the checkered flag is displayed.

49.3 Protest fee must be included in cash with written protest. Protest fee for unsealed engines is \$250 and for IKO Series Approved sealed engines is \$500.

49.4 Unsealed Fees: \$125 of the protest fee will be paid to the prevailing party with the remaining \$125 paid to IKO Series for tech services.

49.5 Sealed Fees: Sealed engines can only be inspected by IKO Series.

49.6 Engine tear down will be limited to the following people only:

One authorized mechanic

One member from car in question

IKO Series tech inspectors

IKO Series tech committee members

IKO Series Sealing Station owner (if applicable)

49.7 No protest on non-performance items.

49.8 Any driver/car owner who refuses protest is assumed illegal.

49.9 The protestor must remain on hand during the protest inspection or the inspection will end.

49.10 IKO Series reserves the right to tear down any engine, at any time, without a protest fee being filed. IKO Series reserves the right to impound any car or engine for a reasonable amount of time for further inspection. IKO Series reserves the right to confiscate any part that is believed to be illegal at the Post Race Tech Inspection, the illegal parts will be destroyed by IKO Series. No compensation will be given to the Car owner or driver for the destroyed parts.

49.11 IKO Series officials are not required to reach a conclusion regarding the legality of cars or parts at the racetrack, and may gather additional information in the days following an event before issuing a final decision.

57.0 RADIOS

57.1 ALL Mini Cup competitors will be required to use Raceceiver one way radios at all IKO Series National events.

57.2 Racers who already have "regular" scanners may continue to use them, but it is up to them to correctly program their unit to receive all IKO Series transmissions during on-track activities.

57.3 Regular two-way radios will still be permitted, however guidelines for how to avoid conflict with the Raceceiver system will be provided at driver's meetings.

Teams who are unable to benefit from the Raceceiver, due to excessive two way radio communication, may not be allowed to use two way radios in future events. IKO Series recommends that spotters also purchase a Raceceiver to be able to know when transmissions are being made by race control.

Any and all rules are subject to change without notice.