



**COASTAL PLAINS**  
*Raceway*  
**Jacksonville, North Carolina**  
**2021 Mini Cup Sr. & Jr.**

**As of 1 February 2021**

**RULE BOOK DISCLAIMER:** *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. COASTAL PLAINS RACEWAY TECH shall be empowered to permit any and all deviation from any of the specifications herein or impose any further restrictions to keep the competition close. Any interpretation or deviation of these rules is left to the discretion of the COASTAL PLAINS RACEWAY TECH officials, their decision is final.*

Make note that these rules are in addition to the CPRP General rules that apply to all drivers and crews and for all race classes. The intent of these rules is to help provide fair and safe racing to the fullest extent possible.

Coastal Plains Race will be using the Coastal Carolina Mini Cup Series (CCMC) rules & Frank Corbett as Mini Cup Tech.

ONLY cars running for CCMC points are required to have sealed motors and a CCMC cam shaft. All other cars, Cam Shaft must meet the specifications on page 2. BUT all other rules to include protest fee's apply.

Any non CCMC car to be found illegal, Car will be impounded till CPR Tech or Race Director can verify the car/part.

# Cam Shaft Spec Profile

+/- 3°

Intake – Pink	Exhaust – White
.050 – 0 TDC	.050 – 35 / 155 BBDC
.100 – 18 ATDC	.100 – 17 / 163 BBDC
.150 – 35 ATDC	.150 – 1 / 179 ABDC
.200 – 54 ATDC	.200 – 23 / 157 ABDC
.250 – 86 ATDC	.245 max – 110/70 ABDC
.262 max – 112/68 BBDC	.200 – 62 BTDC
.250 – 46 / 134 BBDC	.150 – 40 BTDC
.200 – 13 / 167 BBDC	.100 – 22 BTDC
.150 – 6 / 174 ABDC	.050 – 4 BTDC
.100 – 23/157 ABDC	
.050 – 41 / 139 ABDC	

Lobe width: N/A

Intake Lobe Length: N/A

Exhaust Lobe Length: N/A

**2021**



**Junior/Senior**

**RACE RULES**



*Coastal Carolina Mini-Cup Series*

*CCMCS*

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# **The Goal of CCMCS**

- 1. To create a fun, family friendly environment for all to enjoy.***
- 2. To train and mentor our young drivers and upcoming drivers responsibility, how to work well with others, follow rules as well as hard work and persistence for good clean racing sportsmanship.***
- 3. Offer an affordable and safe environment for anyone interested in competitive racing and allowing new racers to join the sport.***
- 4. Provide a level playing field among all competitors by being firm and fair while enforcing the rules outlined in the rulebook.***

# 2019 COASTAL CAROLINA MINI CUP SERIES (CCMCS) Junior & Senior TECHNICAL RULES:

## Note:

Rules specific for Seniors highlighted in blue

Rules specific for Juniors highlighted in purple

Important notes are highlighted in red and dark blue

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## 1. Conduct

a. All CCMCS members will be expected to abide by the following code of conduct at all CCMCS events. The driver and /or car owner are responsible for the actions and words of his / herself as well as pit crew, etc. in all respects. The driver and /or car owner shall be the sole spokesperson in any and all matters, and must deal with CCMCS officials only regarding their conduct and behavior. Anyone witnessing a violation of this policy anywhere on the facility where a CCMCS event is taking place should report it to a CCMCS official.

**b. Harassment of CCMCS members, CCMCS or track officials, safety crews, ambulance crews, other racers, crews/family or spectators will never be tolerated. Harassment is any screaming, yelling, or threatening words and/or actions. When conflicts or concerns arise, drivers/car owners are expected to share their concerns in a controlled manner. Violation of this policy will result in a disqualification of the race and will be asked to immediately vacate premises**

**c. If, in the opinion of the CCMCS or track officials, a racer intentionally wrecks another car during the race, the offending driver will be disqualified and suspended from following race.**

d. Any concerns regarding the racing events must be taken to CCMCS officials only. No driver should ever go to a local racetrack officials with questions, concerns, or complaints. These must be brought to the attention of the track by CCMCS OFFICIALS ONLY. Any driver/car owner who leaves the pit area and confronts track officials on the track, or tower during racing events will be immediately told to leave the CCMCS event

e. Anyone that slanders CCMCS will be automatically dismissed from the series.

## 2. **CCMCS PROTEST PROCEDURE**

- a. All protest will be done at the discretion of and handled by the CCMCS official Frankie Corbett. This protest procedure is not limited to internal engine components as well as chassis, fuel and safety inspections. Once the protest fee is handed to the CCMCS Technical Director, the protest is binding and cannot be reversed regardless of the reasons. **Protester is only allowed one protest per year.**
- b. Protest shall be made to the CCMCS Technical Director. All parties involved will be notified after the completion of the race if a protest has been filed. Protest will be limited to only lead lap finishers. A car can be protested that finished in a position in front of you. There may be multiple protests in one race. A car must finish the race on the lead lap in order to file protest. Only the car owner or driver of the race car in the division in which they participate may file a protest. **Protester will have his car/motor inspected also.** A driver on the lead lap may protest any car that finishes ahead of him that is also on the lead lap.
- c. Any protest must be filed within 10 minutes from the completion of a race by the driver or car owner. After the 10 minutes from the dropping of the checkered flag all requests will be denied. CCMCS reserves the right to inspect the car filing protest for the same infractions.
- d. **Only 1 crew member of the car protested and 1 person from the protester will be allowed in the protest area.** The protester can only observe but cannot touch or measure any parts of the car protested actions.
- e. No protest acceptance fee will be required for driver being protested.
- f. To protest sealed motor the fee is \$600, unsealed motor fee will be \$500. Car and sealed motor fee is \$650, car and unsealed motor \$550. 20% of the protester money will be used to pay the tech personnel. If car is found legal protester will lose protest fee. If car is found illegal they will get back 80% of protest fee.
- g. if protested car is found illegal they will lose race position and race money. If car is found legal they will keep race position and money as well as receive 80% of protest fee.
- h. During protest the officials have the right to confiscate any illegal part.
- i. Any car that does not meet the minimum or maximum speedway rules or specifications may be allowed to participate with a weight penalty. The amount of additional weight will be determined by the CCMCS tech official before the vehicle enters the event. The vehicle cannot be protested for any item that weight was added for the rules infraction.
- j. CCMCS management will resolve any disagreement over technical questions or decisions. When their decision is rendered it is final and binding and no further discussion allowed. **OFFICIALS DECISIONS ARE FINAL (The car will be DISQUALIFIED if any owner, driver and/or crew member argues, raises voice or curses at the official)**
- k. **Anybody that makes a protest because there is something wrong in the rule book will be disqualified. All rule book disputes should be taken up with a CCMCS official only**



### **3. CCMCS INSPECTION**

- a. Inspections will be done at the discretion of and handled by the CCMCS officials. **Any car is subject to inspection at any time during race day.** This includes but not limited to internal engine components, chassis, fuel and safety inspections.
- b. After every race the top 3 cars and 1 car from 4<sup>th</sup> on down will be spot checked. Spot check will be 1 item on the car and 1 item on the motor.
- c. Any car found illegal will receive no money and DQ'd drivers with sealed motors will receive last place points and unsealed motors 0 points.
- d. Any item found to be illegal will be confiscated by CCMCS officials. P
- e. **Any car that refuses to be inspected will be automatically DQ'd.**
- f. No one from another competitor's car may inspect, or measure any competitor's car.
- g. Once the item in question leaves the inspection area it cannot re-enter and be submitted for appeal. The items in question must be left with the head tech official at the speedway before any involved parties leave the speedway grounds. No equipment will be considered as having been approved by reason of having passed through inspection unobserved.

### **3.B. AMMENDMENTS:**

- a. CCMCS officials may use professional judgment for any infractions for a competitive race program.
- b. **Any driver or car that wins two races in a row must start in rear at next race.**
- c. If you win 3 races in a row 25lbs will be added to car. CCMCS official will put weight were he wants it. **(If 25lbs is added to car you will need to change weight decal on hood to show the weight added. Example: 650 change to 675 or 700 change to 725) After 6 races with the weight penalty if no wins you can drop back to your regular weight.**
- d. Unless specifically written in the 2019 CCMCS Technical Rules presented above, it is not allowed.

### **3.C Impound Classes**

Will impound classes at different times at different tracks. Cars must be race ready before qualifying. There will be no fuel added, no other type of adjustments allowed except air pressure adjustments before race starts. If fuel added or any other adjustments besides air car must start in rear.

#### 4. Transponders

- a. All transponders must be located on the back of the firewall in the engine compartment.

#### 4.1 Point System

##### Finished Point Race

##### Qualifying Points

Place	=	Points
1 <sup>st</sup>	=	51
2 <sup>nd</sup>	=	49
3 <sup>rd</sup>	=	48
4 <sup>th</sup>	=	47
5 <sup>th</sup>	=	46
6 <sup>th</sup>	=	45
8 <sup>th</sup>	=	43
9 <sup>th</sup>	=	42
10 <sup>th</sup>	=	41
11 <sup>th</sup>	=	40
12 <sup>th</sup>	=	39

Place	=	Points
Pole	=	5
2 <sup>nd</sup>	=	4
3 <sup>rd</sup>	=	3
4 <sup>th</sup>	=	2
5 <sup>th</sup>	=	1

#### \*\*\*Must qualify to receive qualifying points

- a. All cars that finish the race must cross scales to receive money and points.
- b. Any DQ cars will get 20 pts, second DQ car gets 19 pts and etc. DQ races cannot be used as a drop point race.

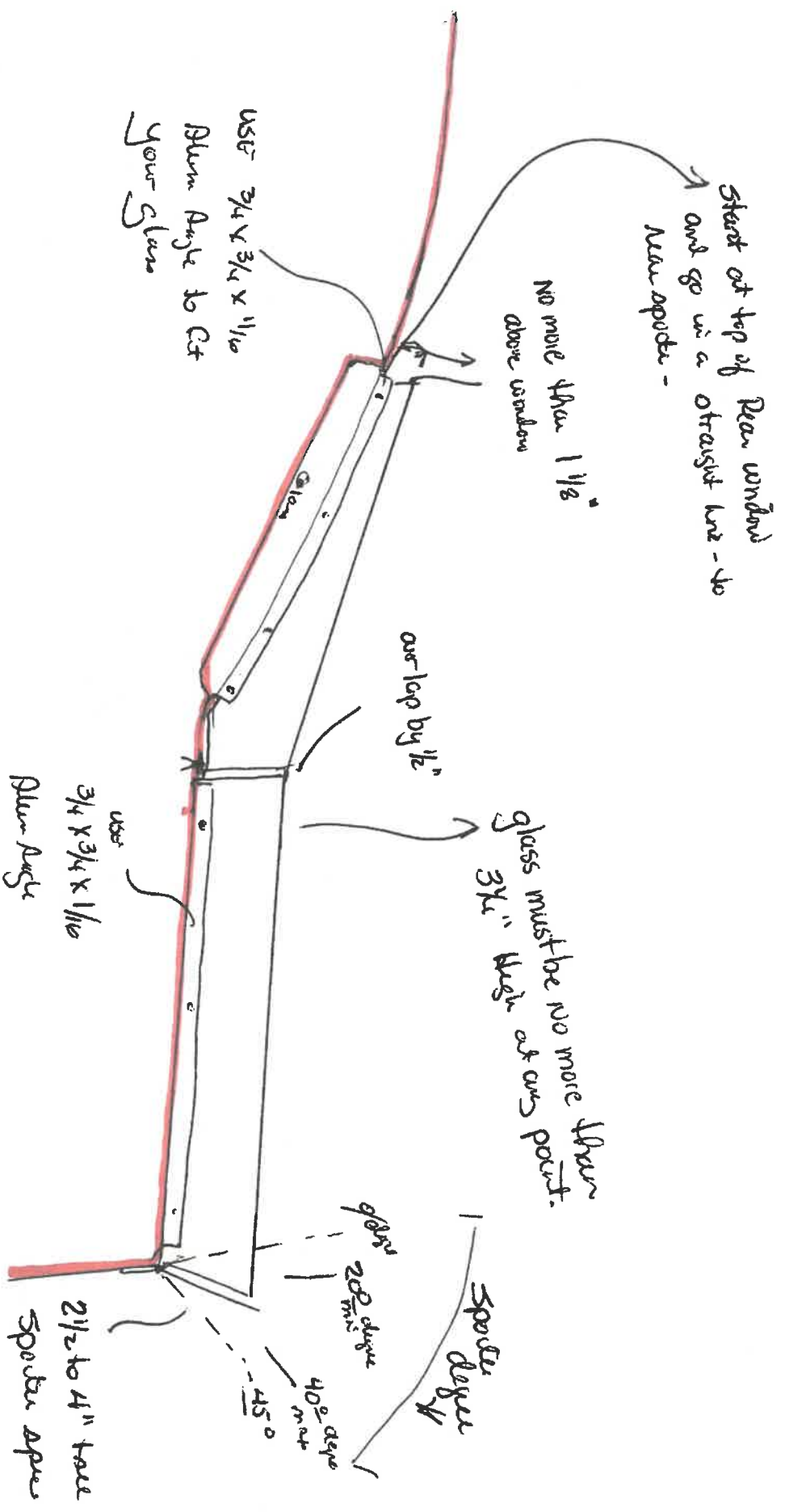
## c. This point system is associated with CCMCS only (no track)

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### 5. **CAR BODIES:**

- a. All bodies must be mounted level and attached to the chassis at a minimum of four (recommended 8) places.
- b. All cars, body and frame, must be a likeness of a Monster Cup car and be in good condition and appearance.
- c. Cars must have safe and suitable front and rear bumpers. Rear bumper must incorporate a push bar. The push bar shall be designed to prevent a car from being lifted off its rear wheels if hit by another car from the rear and additionally would allow a disabled car to be pushed back to the pits by a track service vehicle. The push bar shall be constructed of 3/4" diameter pipe and be no lower than 4" about the track surface.
- d. Cars must have front and rear windshields and side windows made from clear Lexan, not Plexiglas. Complete tinting or painting of windows is not allowed. The painting of a 1" – 1.5" border around windshield, side and rear window is permitted. The painting of a 3"-4" sun shield strip at top of windshield is allowed. Juniors will be required to run a JR Decal on top left side of front windshield. JR Decals will be supplied by Corbett's Mini Cups and Parts.
- e. Front and back windshields must be fastened to prevent windshields from being blown loose during race. Window brackets are permitted. No holes will be permitted in front and rear windows.
- f. No right or left side door windows allowed.
- g. Cars must have an easy access hatch made on top of car. Hatches must be hinged in front with a piano hinge. (opening from back to front). Hatches must be made of fiberglass or plastic. Hatch must be fastened with rubber locking strap, pins, or Velcro; as long as the hatch does not blow open while on the track. **Track or CCMCS officials have the authority to black flag a car racing with the hatch not secured.**
- h. Cars must have numbers on both sides and on top of car, 12" minimum on doors and 16" minimum on roof. If car is numbered on windshield, right front bumper or right rear bumper numbers must be a minimum of 3".
- i. Deck Lid Rear Spoiler Specs: Height- Minimum 2 ½ " - Max 4.0, Minimum thickness .0625 (1/16) aluminum or Plexiglas. Corners of spoiler must be rounded. Spoiler must be centered on car. No split spoilers. **Spoiler degree angle 20 - 40 degrees up.**
- j. Concerning Drag Angle - Roof Rail, Rear Window Fin & Deck Lid Fin Specs: If utilized, they MUST comply with the following specifications. Material: Aluminum .0625 (1/16") thick or a combination of aluminum and Plexiglas. Vertical corners of roof rails, window and deck fins must be rounded. Roof rails no taller than ¾ inches running the length of the roof. Deck Lid Fins will be allowed as long as they comply with the intent of this paragraph and Figure 1A. **(Please see Figure 1A on page 6. Side view – please follow the design.)**

# Glass Fin & Spoiler Spec.



k. All bodies must be considered safe for racing by Tech Inspector. Excessive duct tape is NOT effective body repair. **Any body damaged must be repaired in a safe, legal and presentable manner by the next scheduled race attended.**

**l. Engine compartment cover must be tight against body – no gap between cover and rear window –this is priority for drivers safety**

## **6. FRAME:**

- a. Seats must be connected to the frame in an approved manor.
- b. All parts must be fastened so as not to come loose.
- c. A solid firewall is required to separate driver from engine compartment. Firewall and floor pan must be metal only. No aluminum allowed. 2010 Chassis or newer must use a minimum of 18 ga. steel.
- d. Chassis: Full perimeter type frame and four-point roll cage is required. Grandfathered “straight-rail” type chassis are allowed (see left side weight restrictions). Primary frames must be minimum 1” round or square mild steel tubing, minimum .065 wall thickness. All welds must be sound. A full metal floor pan and firewall is required. 2010 or newer must use 18 gage steel for firewall.
- e. Front side panel can be plastic or aluminum only.

## **7. SAFETY:**

- a. All cars to be equipped with a speedway approved roll cage. All cars must be inspected and approved by Coastal Carolina Mini Cup Series (CCMCS) safety officials.
- b. All Safety Equipment must be worn during Practice, Qualifying and Race.
- c. An approved Racing Helmet is required, **SNELL 2005+** (Full Face Recommended). Protective eye wear is REQUIRED if an Open Face Helmet is used. Head and Neck Protection: Neck Support Collar is recommended.
- d. A Flame Retardant Fire Suit (1 Layer Minimum) is recommended. The suit must be in good condition without rips, tears, etc. **If a racing suit is not utilized, a long sleeve racing jacket is required. Racing Gloves and Shoes in good condition are required.**
- e. **Drivers head with helmet on must be below the top bar of the roll cage. This is to prevent head injury in the case of a rollover.**
- f. Safety belts must be Competition SFI Five Point Safety Harnesses. Harnesses must be SECURELY FASTENED TO FRAME OR OTHER PRIMARY ROLL CAGE MEMBER. Belts must be no older than 10 years (based on date on belts, not date they were installed in the car). Regardless of age, belts must be free of any defects or damage and are subject to inspection and approval of CCMCS safety officials.
- g. All cars must be fitted with an Approved Aluminum Mini Cup type racing seat mounted securely to the chassis. Fiberglas or plastic seats are not allowed. Right side seat head rest are required. **Left side head**

rest are not required but highly recommended for seniors. Left side head rests ARE required for juniors.

- h. Window Nets: Car must have safety nets on both side window openings of the car
- i. **Mirrors:** Cars are required to have a left side mirror, mounted inside on the chassis. Right side mirror is optional, but highly recommended.
- j. Battery and Fuel Cell must be firmly secured outside the drivers compartment. Battery must be firmly secured by a metal strap across the top of the battery and attached to the chassis.
- k. Fuel Cells to be foam filled and with fittings to prevent spillage during a roll-over.
- l. All steering, brake (including pedal assembly) and hub components must be secured by cotter pinned, double nut or lock nut.
- m. Side crush or dirt panels in the leg and foot compartment are also required. Plastic and aluminum only.
- n. Radios are allowed and recommended.
- o. **Rules are subject to change at any time throughout the season for concerns of safety issues only.**

## 8. **SUSPENSION:**

- a. Suspension: RIGID.... Adjustable wedge suspensions are allowed. No type of adjustable suspension that can be adjusted by driver while driver is inside car is allowed. The car must be rigid with no rubber to be enforced by CCMCS tech official. A rigid chassis car's chassis and tire movement must be identical when the car is jacked up. When down force is applied to the car, that force must be absorbed by the tire and not any suspension component.
- b. Steering: All steering and suspension parts shall be secured by cotter pin, double nut, lock nut or snap ring. Steering wheel must be quick release type and must lock into place when attached. Kart type or rack & pinion allowed. **Steering column padding is required.**

## 9. **REAR END:**

- a. Axle: Minimum OD is 1 1/4". No aluminum, carbon fiber or titanium axles allowed. Hollow or solid axles are optional. Axle must be rigid with no rubber.
- b. Rear Axle must have snap rings in place, both ends.

## 10. **SPRINGS and SHOCKS:**

- a. No shocks or springs allowed
- b. Adjustable struts allowed

## 11. **BRAKES:**

- a. Rear hydraulic brakes are required. Must be caliper/rotor type, not strap type brakes. Only ONE single brake rotor/caliper is allowed **10" diameter brake disc are highly recommended.**
- b. **Front brakes are optional with 10" brake disc on rear. Front brakes are required if using 7" brake disc on rear.**
- c. Hydraulic brake connections must be tight and free of visible leaks. Brake lines should be safely routed to prevent possibly of being worn through or pulled loose.

## 12. **Riding Height**

- a. Minimum riding height is 1" including all sides of car-front, rear, left side, and right side with driver in car. From ground to highest point on roof of car: 28" Minimum. Different tire sizes will affect the riding height.

## 13. **WHEELBASE, WIDTH and LENGTH:**

- a. Wheelbase: Minimum wheel base of 58", maximum wheel base of 61" measured between centers of a rear axle to center of front spindle when front wheel is straight.
- b. Width and length: Minimum of 44", maximum of 50" measured from outside to outside of both rear and front tires. Overall length minimum of 96", maximum of 120" measured at longest possible dimension.

## 14. **ELECTRICAL SWITCH LOCATIONS**

- a. All electrical switches must be located on the left side of the dash panel and must be labeled showing the on/off positions.
- b. A switch must be wired so as to ground the ignition.

## 15. **WHEELS and TIRES:**

- a. Wheels: Aluminum or steel rims allowed. Maximum wheel width of 8" on all 4. No mixed sizes. All 4 must either be 6 or all must be 8.
- b. **The application of ANY tire treatment is prohibited.** Sniffer and durometer will be used in 2015 to insure that no tire treatments have been used. The use of any tire treatment will result in disqualification. The decision by the CCMCS Technical Direction in this regard will be final. Cleaning old rubber off tires is permitted.

(cont. on next page)

c. The Official Tire of the CCMCS shall be the Hoosier MC780 Mini Cup Tire. American Racer tires also allowed. No mismatched tires.

d. All qualifying and race tires shall be in good condition with visible flaws.

16. **WEIGHT:**

a. Jr minimum car and driver weight of **650lbs** for Honda GX 390- 13H.P. or it's approved clone.

b. Sr. Minimum Car and driver weight of **700 lbs.** for Honda GX390-13 H.P. or its approved clone.

c. All cars must have **650lb or 700lb** decal on left and right side of front hood on the car.

d. The maximum left side weight shall not exceed **55%** of the total weight of the car and driver.

e. All cars will be weighed with driver in a driving position.

f. All lead weight must be added to chassis securely and painted white with car number indicated.  
(Example: MC + car #)

g. All weight must be bolted with minimum of grade 5 bolt (5/16+) to steel frame with double nut.  
(NOT ALUMINUM).

h. Only driver and 1 crew member allowed at weight scale after race.



## 17. **ENGINE:**

- a. Only Honda GX390 13 HP engine or approved "Clone" block will be used in competition.
- b. Engines cannot be altered from stock Honda specifications unless otherwise noted in this rulebook. **No light weight parts unless otherwise specified. No polishing of any kind on any parts.**
- c. All parts must be Honda or clone parts designed for the GX390 and will be checked against Honda parts unless otherwise noted in this rulebook. All decisions by Technical Director are final.
- d. Internal and external governor system may be removed. Hole must be resealed.

## 18. **AIR CLEANER:**

- a. All engines are required to have an air filter and air filter adapter. Air filter cannot act as a ram air device. No cutting or tampering with air filter adapter.

## 19. **CARBURETOR and SPACER:**

- a. Honda carburetor or clone on venture of carburetor is **Sr Maximum size .883, Jr Maximum size is .672** must pass No-Go Plug. Any other modifications are not permitted. Any attempt to pull outside air other than through the venture is not permitted.
- b. Stock unaltered insulators blocks must be run with stock gaskets (one per side, unaltered intact). ¼ inch tubing can be added for vacuum access. **Sr uses Z5T insulator block. Jr uses GX340 insulator block.**
- c. **Restrictor plate is required for juniors only and must be purchased from Corbett Mini Cup and Parts. (If restrictor plate has been tampered with in any way, you will be disqualified from the race and suspended for the next race.) Junior Maximum hole is .575 One gasket per side. Four gaskets total required.**
- d. Restrictor plate location is between cylinder head and insulator block. Insulator block tip on the back side can be ground off.
- e. Spark plug tip on top of insulator block can be cut off for room for vacuum pump tube.
- f. **As of July 1<sup>st</sup> 2019 no carburetor adjusters of any kind are allowed in any class at any time.**
- g. All carburetors and spacer plates must meet CCMCS specifications.
- h. **All junior 270 carburetors must be purchased from Corbetts Mini Cup and Parts.**
- i. Fuel Filters: Inline fuel filters are allowed.
- j. Fuel Pump: Only vacuum type fuel pumps are allowed. Cars to be equipped with only one (1) fuel pump. Electric fuel pumps are not allowed.
- k. Choke can be removed, hole must be plugged.
- l. More carburetor specs for GX390 and GX270 on carburetor specs sheet.

20. **Valve Cover**

- a. Factory breathing hole only. No other modifications allowed

21. **Blow Cover**

- a. Can remove starter cover and replace with  $\frac{1}{4}$ " aluminum perforated screen. No other modification allowed. No forced air allowed.

22. **Valve Lift**

- a. **Intake maximum lift of .322** at valve with valve lash as ran in race. Lift will be measured at the retainer. This number is figured with rocker arms included.
- b. **Exhaust maximum lift of .292** at valve with valve lash as ran in race. Lift will be measured at the retainer. This number is figured with rocker arms included.

23. **VALVE TRAIN:**

- a. Must use #1 Honda rocker arms.
- b. One stock Honda GX390 k1 shim allowed under both intake and exhaust springs. (thickness .023 +/- .003)
- c. Safety "O" ring may be installed and 1 keeper per valve to prevent valve failure.
- d. Valve cover bolt may be replaced with a stud.
- e. Stock replacement valve guide cast iron only are allowed in stock location.
- f. Red Steel Valve Spring(s) only. Valve springs stock measurements must be used as follows: spring wire diameter - **.110-.118**, spring free length – **1.520** max, outside spring diameter - **1.020 +/- .010 maximum**, inside spring diameter - **.785 minimum**.
- g. Push rod length **6.520- 6.550**
- h. Honda stock retainers only.

24. **CYLINDER and HEADS:**

- a. **Z5T small port head only.** No material to be added in port or taken out.
- b. Cylinder head may be resurfaced to a minimum thickness of **3.730** inches.
- c. The Porting, polishing, sand, bead blasting, or sizing of any part of the cylinder head is NOT allowed. No acid baths allowed. **Three Angle valve seats are allowed on new heads as per manufactured. 30 degree top for the angles, 45 degree seat angle and 60 degree bottom.** If valve seats need to be recut, 45 degrees only. CC's on head will be checked.
- d. No multi angle on valves allowed (**45 degree only**). Multi angle valves are not allowed.
- e. All cylinder head dimensions will be taken from stock Honda parts or Honda manual.
- f. **5TI/TI** valve **1.296+/-0.003** and **5TE/TE** valve **1.218+/-0.003** only.
- g. Head gasket must be OEM (Fiber) **.043** minimum. No metal head gaskets allowed.
- h. Head cover shroud may be removed or replaced with homemade version.

25. **STOCK TIMING:**

- a. **Stock timing check 25 degrees only +/- 2 degrees. No modifications allowed.**
- b. Altering the ignition timing from stock Honda GX390K1 specifications is not allowed.
- c. No alterations to the starter coil, mounting bolts and holes or other electrical parts are allowed. No advancing or retarding crank gears.
- d. **Must use a stock GX390 electrical coil. Must use stock 390 booth and restrictor plug.**

26. **CAM SHAFT:**

- a. Cam shaft timing must be in place with notches in line. No advancing or retarding of cams.
- b. All participants of CCMCS must run a spec cam shaft and must be purchased from Corbetts Mini Cup and Parts.

27. **FLYWHEEL ASSEMBLY:**

- a. Flywheel may be balanced. Minimum flywheel weight must be 11 lbs. 10 oz. Any flywheel that shows signs of machining on the inside area will be deemed illegal. Charging magnets on the inside may be removed. The CCMCS Technical Director will have sole authority on this matter. No paint on flywheel period.
- b. Must have OEM flywheel key in place. **No offset keys. No broken keys.** No alteration to keys or key guides on the crankshaft or flywheel. Outside magnets must remain stock and in stock location, red and black only.
- c. External pull crank must be removed. Fan behind pull crank must remain stock. Manual hand rope pull may be removed. If removed the hole must be covered with acceptable screen (no solid plates). Screens must have openings, min ¼" diameter. Duct taping on flywheel screen permitted.
- d. Pull rope cup can be cut just enough to hold plastic flywheel screen on.
- e. **Any flywheel can be used as long as stock timing meets spec**

28. **COOLING FAN**

- a. No cutting or modification of any kind.

29. **GX 390 STOCK STROKE**

- a. Stroke must not be altered (2.530) +/- .002

30. **SIDE COVER**

- a. Side cover locating pins may be solid dowels and cover bolts can be replaced with studs. Wire bolts permitted to keep from coming loose.

31. **BALANCER**

- a. Balancer is required.
- b. No modification of any kind to balancer, except rod bolt clearance.

32. **CONNECTING ROD**

- a. Connecting rod must remain standard stock size with no grinding or sizing modifications allowed, modifying of oil lubrication hole is allowed. OEM ARC connecting rod OEM length allowed. Rod inserts allowed. Rod length is 3.300 to 3.310. Stock connecting rods journal can be altered for proper oil clearance.
- b. Lip on block can be removed for connecting rod location clearance.
- c. Any replacement rod bolts are allowed.

33. **CRANK SHAFT**

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

- b. Stock crank joiner – 1.412 to 1.416 .010 under – 1.403 to 1.406

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### 34. **PISTONS**

- a. Zero piston pop-up is allowed. Bore may be clearanced. Bore may be oversized by 10 thousandths (.010), 20-thousandths (.020), or 30 thousandths (.030) with Honda replacement 3 ring pistons only. As of 5/12/18 you must use ZF6W0 or ZF6W01 Honda piston or Z5T-800 or Z5T-90 or Z1C-90 Honda piston. No clone pistons allowed.
- b. Piston size is minimum 88mm=3.464 (.010 is 3.474) (.020 is 3.484) (.030 is 3.494) maximum bore size is 3.500
- c. Top piston ring may be oversized. Stock or aftermarket rings permitted. No gapless rings. Rings must be same thickness and width.
- d. Piston must not extend above top of block. Top of piston crown may be sanded to ensure "0" piston pop out. Dish in top of piston must remain a minimum of .065 measured in the dish. Top of piston can be cut to meet the minimum dish.
- e. Blocks may be decked to achieve "0" deck. Clearance will be checked across the wrist pin.
- f. Rotating the piston or rod is expressly forbidden. Piston Pin must be in stock location and stock length. Wrist pin OEM inside hole diameter is minimum of .515 maximum of .598. Wrist pin length 2.438 +/- .05

### 35. **EXHAUST:**

- a. Exhaust pipe must be solid, may be stepped, and must exit behind rear tire, minimum of 28 inches for all cars. Measurements will be taken from the flange to the end of the pipe or muffler.
- b. Exhaust pipe wrap only is legal. Painting is permitted. Ceramic coating not allowed. Muffler permitted.
- c. Additional bracing and brackets to reinforce and support pipe are legal.

### 36. **CLUTCH and CHAIN:**

- a. Only a dry centrifugal clutch is allowed. No transmissions, belt driven torque converters, torque converters, oil bath clutches or axle clutches. Only # 35 chain allowed. Live axle only.
- b. No auto or manual chain oiling systems. No ratchet or free float hubs. All Sprocket keys in place.

37. **ELECTRICAL SYSTEM:**

- a. Oil alert system may be removed and hole resealed.
- b. Charging magnets may be removed.
- c. Any make or brand of spark plug may be used. Must be Compatible.
- d. The electric self-starter must be in working order. All cars must be capable of starting under their own power. Any type of solenoid can be used.

38. **OIL and FUEL SYSTEM:**

- a. Oil brands are optional. No flammables or explosives. No additive is allowed and random oil checks will be administered. Oil catch cans required on all cars and must be in working order.
- b. Stock fuel tank must be removed and mounting tabs may be removed.
- c. Fuel: For the 2019 Racing Season, racers will have two (2) options: (1) Purchase 110 Octane Racing Gas from the race track or (2) purchase Ethanol/Alcohol Free Gas from a source of their choosing. No additives, admixtures or mixing of fuel allowed. Fuel will be random tested by the CCMCS Technical Director in 2019 to insure that fuel rules are adhered to. Any fuel sampled and found to contain any type of alcohol, ethanol or admixture will result in disqualification.
- d. Fuel containers must be metal or plastic. Fuel line must have a in line quick shutoff valve properly installed between the fuel cell and fuel pump

**NOTE:**

THESE RULES APPLY TO ANY TRACK CCMCS RUNS.  
ANY RULES YOU DO NOT UNDERSTAND OR YOU NEED CLARIFICATION ON CONTACT  
CCMCS OFFICAL:



## **ENGINE SEALS (IMPORTANT NOTE)**

a. CCMCS requires all engine to be sealed. Competitors will be allowed to participate in **1** races with an unsealed engine, if you plan to continue to participate in the Carolina Coastal Mini Cup Series you will need to have your engine sealed by Frankie Corbett or you will be disqualified the **2<sup>nd</sup>** time you try to race with an unsealed engine. **Any unsealed engines or car will be subject to be teched at any time.**

b. Any evidence of seals being tampered with will result in:

1<sup>st</sup> time they will receive a 1 race suspension and \$100 fine

2<sup>nd</sup> time will be 2 race suspension and \$200 fine



3<sup>rd</sup> time automatic suspension from the series

(All money collected for fines will be used for point funds)

# Pre Tech Mini Cup Checklist

1. **Ride height 1"** Gauge must flow freely under the race car.
2. **Weight 700lbs (seniors) 650lbs (juniors)** for all cars.  
**Maximum left side weight is 55%** of total weight.
3. Engine compartment exam- **exhaust pipe 28" minimum**, approved air filter, carb tight, gas tank vents, any safety issue that may need to be addressed.
4. Spoiler check **20/40 degree up**
5. Check axle with magnet (no stick-no race), spindles, control arms, brakes
6. **Wheel base 58 – 61 inches**
7. Overall height 28 inches minimum , on roof center line behind hatch
8. Safety belt date (none over 10 years old allowed), helmet (SNELL 2005 or newer), driver suit (single layer fire suit) or jacket and long pants.
9. Steering column padding.
10. Switches located on left side of steering column
11. Front and rear track width – 44-50"
12. Drivers window – net only



# **CORBETT'S**



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## *& Parts*

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