



2022 RULE BOOK

2022 MINI CUP RACING RULE BOOK

General Disclaimer Statement

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events to establish a minimum acceptable requirement for such events. These rules shall govern the condition of all events, and by participating in these events, all participants and/or guardian, are deemed to have complied with these rules. **No expressed or implied warranty of safety shall result from the 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 from any of the specifications herein or to impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. **No expressed or implied warranty or safety shall result from such alteration of specifications.** Any interpretation of, or deviation from these rules is left to the discretion of the officials. **All official's decisions are final!**

General Regulations

- Harassment of series officials, track officials, safety crews, ambulance crews, fellow racers, crew members, other families or spectators will not be tolerated.
- No intoxicating or controlled substances are to be consumed before or during a race event by anyone entering the pit area. Offenders will be reported to the track officials and be removed from the premises.
- All drivers and/or participants may be subject to a random drug test.
- Prior to entering the race area, all waivers, registration and/or entry forms must be signed by everyone entering the pit area.
- 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 competitor/guardian are solely and directly responsible for the safety of their race cars, equipment, crew members, guests, other persons in their pit area and themselves.
- The driver, car owner, and crew chief assume the actions for their pit crew/team members.
- Drivers, car owners, and/or team members shall have no claims against or cause of action for damages, expenses or otherwise against the series, officials, other participants or promoter by the reason of disqualification and/or damage to the car, driver or both.

- Absolutely no car owners or crew members allowed on the racing surface at anytime. (unless permission granted by a track official)
- At no time will non-competing members be allowed on or across the track or infield unless approved by track officials.
- No one under the age of 14 shall be allowed in the pits other than those registered and have complied with all regulations under the series program. (unless approved by the track officials)
- No riders on or in mini cup cars, nor riding on trucks and/or trailers on speedway properties.
- The race car will only be driven by a registered series member.
- In the case of multiple drivers for one car, the driver who starts the qualifying heat races must drive that car for all the races that event.

DEFINITIONS

Participant – Is any person taking part in any event at the host track or any series sanctioned event in any form, including but not restricted to drivers, car owners, mechanics, crew members, sponsors, track officials or spectators. All such persons shall be considered public figures who have, by their own choice, become involved in auto racing events at the host track or series sanctioned events, with the full understanding that he/she must abide by the rules and regulations established or announced by the host track and/or series.

Behavior - Anyone who, by word or by deed, impedes, jeopardizes or in any manner hinders the smooth and orderly presentation of the racing program, or anyone who commits, or causes to be committed, any detriments to stock car racing. The series and/or the host speedway may/will be considered to have abused the privileges of membership, entry and/or admission granted by the series and/or the host speedway and may be subject to the revoking of those privileges and/or disqualification as may be deemed proper by the management or designated official. Drivers are responsible for the sportsmanlike conduct of anyone in their crews and penalties incurred by a crew member may affect the driver.

Disqualification - To make a car or driver ineligible from participation in an event or from further participating in an event or from receiving credit for an official finishing position, with the resulting loss of prize monies or points for that event and a possible fine/or suspension of driver, owner or crew.

PENALTIES

1. Violation of any rule or regulation of the series by registered members may be penalized by disqualification, suspension and/or fine.
2. Failure to sign releases and registration forms by drivers, parents, car owners, or mechanics automatically disqualifies them and forfeits all prizes, monies and points for the race.
3. No driver, car owner and/or crew member may enter the pit area or competition while under suspension or have fines outstanding.
4. Any driver, car owner and/or crew member who takes part in any demonstration or fights on the track, in the pit area or on speed way property before, during or after an event shall be subject to suspension.
5. Until suspension is lifted, the car which the suspended member is registered to, may be restricted from competing if the suspension is for a physical confrontation.
6. Any driver, car owner and/or crew member who fail to notify a series official of a change in driver, or permits a car to be driven in a race event by an unregistered person shall be subject to suspension.
7. Actions of drivers, car owners, and/or crew members considered detrimental to the association shall be subject to suspension.
8. Abuse, assault or threat to do bodily harm by any driver, car owner and/or crew members to any series official, track official or persons serving under orders shall be subject to suspension.

TECHNICAL INSPECTIONS

1. The series official(s) in charge of the race event shall determine the method and type of car inspection, number of cars to be inspected and reserve the right to impound cars and or parts competing in the sanctioned event.
2. Series officials assume no responsibility for impounded cars or parts
3. Series officials reserve the right to set up an impounded area and determine how many people are allowed in that area.
4. 1 crew member and the driver (unless dismissed) are to be at the inspection area at all times.
5. Series officials reserve the right to confiscate, without compensation, any illegal part or equipment found during the inspection.
6. Once the qualifying heat races have started, any car may be asked to be presented to the technical inspection area by a series official(s). No changes may be made to the car prior to presentation. It is the car owner/crew chief's duty to ensure that the car is safe and legal at all times.

Technical inspection procedure

- The top 3 finishing cars of the feature race are to report to the inspection area immediately upon entering the pit area.
- 2 additional cars chosen by random draw will also report to the inspection area immediately upon entering the pit area. The car owner will be notified prior to the car entering the pit area by a series official.
- All 5 cars will have the identical inspections performed that race day.
- To ensure a fair technical inspection, each registered car may submit 1 inspection item to be performed by the series official(s). The top voted inspection will be completed on all 5 cars.
- If a technical infraction is found, there will be a minimum penalty of the night's points and trophy if applicable.
- The following inspections will be performed (but not limited to) every race day (weather and time permitting): car weight with driver, left side weight, gear rule and engine seals.
- If a technical violation is found, the finishing order will be adjusted to fill that position.
- If a broken engine seal is found, the engine is to be removed in the inspection area and turned over to a series official immediately.

LINE UP PROCEDURES

- All cars will line up in the designated staging area prior to their respective heats 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 the race director. 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.
- The Race Director may at his/her discretion, make a determination regarding the line-up of cars for any qualifying, heat races, semi features races and feature races.

LINE UP ORDERS

For Tracks which have 4 total heats (1A, 1B, 2A, 2B)

Heat 1A and 1B – Determined by random draw or qualifying if applicable. Qualifiers will alternate between heat 1A and 1B.

Heat 2A – will be the top ½ of the finishing order of heats 1A and 1B. Full inversion is in effect.

Heat 2B – will be the bottom ½ of the finishing order of heats 1A and 1B. Full inversion is in effect.

*** Inside row for 2nd heat races will be alternated every race day***

Feature Race – The grid *prior to inversion* will be the finishing order of heat 2A lined up in front of finishing order of heat 2B. An inversion chip will be drawn by the winner of heat 2B to determine how many positions will be inverted. The minimum number of inversion positions is 0. The maximum number of inversion positions will be the number of cars in heat 2A + 2. Example – 8 cars in heat 2A + 2 = 10 potential inversion positions. Please see examples below for chip break down.

For tracks which only have 2 heats (1 & 2)

If there are **20 cars or less** all cars will race both heats.

Heat 1 – Determined by random draw or qualifying if applicable (chip draw in effect with qualifying).

Heat 2 – Determined by the finishing order of heat 1, plus chip draw inversion.

Feature race – Determined by the finishing order of Heat 2, plus chip draw inversion.

21 + cars the field will be split in half and each group will race one heat race only.

Heat 1 - Determined by random draw or qualifying if applicable (invert draw in effect with qualifying)

Heat 2 - Determined by random draw or qualifying if applicable (invert draw in effect with qualifying)

Feature Race – Determined by finishing order of each heat. Heat 2 will be inside row and heat 1 will be outside row. Chip draw to determine inversion.

In the event that we have 2 mains, the maximum number of cars in the A main will be determined by the number of cars present. The cars from heat 2A will transfer immediately to the A main. The top 2 cars from heat 2B will transfer to the A main. The remaining cars will race a B main with the top 2 finishers transferring to the A main. The A main will be inverted by the chip draw as stated.

Please note: while we will attempt to utilize these line up procedures, the race director may change them in the best interest of the series and/or all teams.

Inversion Chip Breakdown

8 or 9 cars total –6 possible positions

Inversion 3 and 4 = 1 chips each

Inversion 5 and 6 = 1 chip each

10 or 11 cars – 7 possible positions

Inversion 3 = 1 chip

Inversion 4 = 4 chips

Inversion 5, 6 and 7 = 1 chip each

12 or 13 cars total – 8 possible positions

Inversion 3 = 1 chip

Inversion 4 and 5 = 2 chips each

Inversion 6, 7 and 8 = 1 chip each

14 or 15 cars total – 9 possible positions

Inversion 3 and 4 = 1 chip each

Inversion 5 = 6 chips

Inversion 6, 7, 8 and 9 = 1 chip each

16 or 17 cars total –10 possible positions

Inversion 3 and 4 = 1 chip each

Inversion 5 and 6 = 3 chips each

Inversion 7, 8, 9 and 10 = 1 chip each

18 or 19 cars total – 11 possible positions

Inversion 3, 4, and 5 = 1 chip each

Inversion 6 = 8 chips

Inversion 7, 8, 9, 10 and 11 = 1 chip each

20 or 21 cars total – 12 possible positions

Inversion 3, 4, and 5 = 1 chip each

Inversion 6 and 7 = 4 chips each

Inversion 8, 9, 10, 11, and 12 = 1 chip each

POINTS SYSTEM

	<u>Qualifying</u>	<u>Heat Races</u>	<u>Feature Race</u>
1 st	20 pts	30 pts	80 pts
2 nd	19 pts	29 pts	78 pts
3 rd	18 pts	28 pts	76 pts
4 th	17 pts	27 pts	74 pts
5 th	16 pts	26 pts	72 pts
6 th	15 pts	25 pts	70 pts
7 th	14 pts	24 pts	68 pts
8 th	13 pts	23 pts	66pts
9 th	12 pts	22 pts	64 pts
10 th	11 pts	21 pts	62 pts
11 th	10 pts	20 pts	60 pts
12 th	10 pts	19 pts	58 pts
13 th	10 pts	18 pts	56 pts
14 th	10 pts	17 pts	54 pts
15 th	10 pts	16 pts	52 pts
16 th	10 pts	15 pts	50 pts
17 th	10 pts	14 pts	48 pts
18 th	10 pts	13 pts	46 pts
19 th	10 pts	12 pts	44 pts
20 th	10 pts	11 pts	42 pts
21 st	10 pts	10 pts	40 pts
22 nd	10 pts	9 pts	38 pts
23 rd	10 pts	8 pts	36 pts
24 th	10 pts	7 pts	34 pts
25 th	10 pts	6 pts	32 pts
26 th	10 pts	5 pts	30 pts

- Car must start the race and complete one green flag lap to qualify for any points.
- Points are awarded to the driver not the chassis.
- **Edmonton International Raceway, Hythe Motor Speedway and Medicine Hat Speedway** points are separate from all other tracks.
- **Evolution Cupcar Points** are based on *pre-determined* races.
- If a competitor chooses to drive another chassis in the event of his/her car is damaged beyond repair, the car number must be their own on the replacement car and he/she must start at the rear of the entire field. The replacement car must have started a qualifying heat race by a registered driver at that event. The replacement car and new driver **MUST go directly to post race tech** at the end of **all heat and feature races**, no matter the finishing position. The new driver and car combination must be approved by the Race Director prior to competing. If the Race Director feels that the new driver does not physically fit the replacement car correctly, the driver change will not be allowed.

- If an event is cancelled between the start of practice and either the first heat race or qualifying (if applicable), each driver who has participated in practice will receive 30 points.
- All completed set of races (example – 1A and 1B, not just 1A) will be counted for year end points.

CUPCAR RULES

GENERAL BODY REQUIREMENTS

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

Both front fenders (considered to be from nose of car to the number on the door) and the windshield banner shall be kept clear for series sponsors.

Hinges and pin kits required. Roof opening must be hinged in front only. 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).

Cars must be neat-appearing. Chassis must be painted or powdercoated. Body interior may be left unpainted. Any body damage must be neatly repaired by the next event.

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 *RIGHTSIDE* of the CAR.

Chrome, reflective, or gold numbers are not permitted for use. Numbers must be "basic" in design and not enhanced with flames, shapes, etc. Numbers must be made of a color with a high contrast to the car body color.

No alphanumeric or 3 digit numbers allowed.

Body exterior dimensions shall be no more than 120 inches long, 47 inches in width (Lexan rub rails exempt but must be kept to an acceptable minimum as per series officials). Body must remain level with chassis and cannot be offset on frame.

A Nascar like "shark fin" no taller than 3/4 " high may be used.

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).

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

At post race tech all cars must weigh a minimum of 650 pounds with driver without having to add fuel. Maximum left side weight is 55% of total race weight. All weights will be calculated

on scales approved by Evolution Racing Products. It is the responsibility of the car owner to see that their car meets the specified minimum weight requirements.

If weight is needed to meet minimum requirements, ERP recommends the use of square steel tubing weight containment bars. Poured lead only – no buckshot or BB's. 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.

A non-adjustable spoiler must be attached to the rear deck lid. The spoiler width must be between 34 3/4" and 36 1/2". The height must be 2 3/4" to 3 1/4" from the top of the trunk lid. The spoiler must maintain the same contour as the production deck lid with a maximum lay back angle of 45 degrees from vertical.

Windshield Lexan must be a minimum thickness of .090, Side windows and rear window minimum thickness .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.

Left side window must have either a window net fastened to roll cage (may have quick release mechanism) or an open window (if arm restraints are used by driver). Right hand window may have Lexan window that can be easily removed by safety crew. No enclosures of any kind will be allowed in the left side window.

No vents are permitted in right side speedway window

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. If no dash is used, the dash bar must have a roll bar pad across the entire width.

Foot box interior and rear firewall must be constructed of aluminum minimum thickness .040 or steel minimum thickness 22 gauge. Panels must be securely fastened to chassis. Panels may be added to keep debris from driver's compartment. Rear fire wall top (package shelf) must be of a flat designed and may not be stepped. All interior panels are subject to approval by official(s).

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

A maximum of 2 openings with a total of 16 square inches are permitted in the nose of the car. These must be covered by a layer of wire mesh attached by a one half inch strip to hold the wire to the outer edge of the opening. All openings are subject to approval by official(s). No openings are allowed in rear body section.

One 3" or two 1" engine cooling hose(s) from the outside of the vehicle to interior of engine/driver compartment is permitted. This hose(s) must be mounted in the rear side window. The pickup point of the hose(s) must not exceed the outside body lines of the car. The hose(s), or an extension thereof, must not extend more than 1 inch past the inside edge of the firewall or engine covering and *must be securely mounted to the firewall*. The rear window may not be altered or drilled.

Bumpers must be hollow steel tubing and fastened to chassis.

EQUIPMENT AND GENERAL ACCESSORIES

The series requires that all cars be fitted with an aluminum racing seat that fits the driver's physical characteristics. Right side head support is mandatory.

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 offset. Minimum grade 8 mounting hardware with lock nuts must be used.

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 have 1" clearance from the top edge of the roll cage. This will be measured with the driver securely buckled in the car seat.

All drivers must wear a racing type helmet with a Snell rating of SA2010 or newer. No bicycle or motorcycle helmets allowed. Drivers must also check local track regulations to ensure their helmet meets local track regulations.

All drivers must wear an approved driving suit, shoes and gloves. A single layer fire suit is the minimum allowed. **ABSOLUTELY NO NYLON OR OTHER FLAMABLE MATERIAL**

Footwear – Full leather upper shoe or Nomex driving shoe required

Arm Restraints – Mandatory in Cars with NO Window Nets

Socks – Nomex socks recommended

Gloves – Single layer Nomex glove or full leather glove mandatory

Head and Neck Restraint – Mandatory for 2016!!!

All belts and harnesses must be of the 5-point type and meet the following minimum requirements:

A. Have a minimum SFI rating of 16.1

B. Be at least 2 inches in width.

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 and lock nuts not less than 3/8" in diameter.

F. Shoulder harness must come from behind the driver's seat. Inertia reels cannot be used.

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

Minicup specific parts such as spindles, cradles, A-arms etc. must be manufactured by Evolution Racing Products 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, Evolution Racing Products 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.

Mirrors are not permitted. (unless mandated by the host track)

No communication to the driver is permitted. This includes radios (except raceciever operated by the track), white boards, hand gestures etc.

GENERAL ENGINE REQUIREMENTS

We will continue to incorporate the sealed engine program. The engine will be a Honda GX390. **The lead engine seals will not be legal in 2016. If your engine has the old lead type seal, you will need to deliver your engine to Evolution Racing Products for re-inspection and resealing. This will be completed at no cost to the owner.** The carburetor will be from the Honda GX270.

The engine will remain as removed from the box with the following exceptions:

- a. Stock fuel tank to be removed
- b. Internal and external governor system may be removed.
- c. Governor shaft hole may be plugged.
- d. Low oil warning system may be removed
- e. Charging system may be removed
- f. Crankshaft may be shortened by a maximum of 1.250 inches at the clutch end. Clutch bolt hole may be re-tapped.
- g. Carburetor isolator may be drilled for fuel pump pulse line only.

The exclusive source for your sealed engine and/or engine rebuilding is:

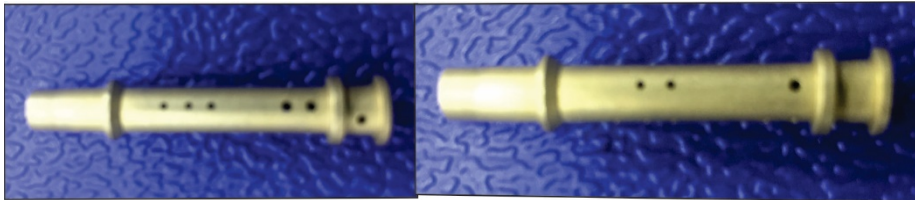
Evolution Racing and Performance Products Ltd.
42190 Cochrane Lake Road
Cochrane, AB., T4C 2B2
Phone: 403-519-4758

HONDA CARBURETOR

To Remain Box Stock unaltered from the Honda GX270 carburetor. No polishing of the carburetor permitted. Must pass go-no go gauge test. **Bore size to be a maximum .671 in.**

Any fixed, stock Honda jet may be used.

The Honda carburetor needle, seat and emulsion tube must remain stock as supplied for the 9 hp carburetor. **The only legal emulsion tube is the one with the hole configuration and size as pictured below. No alterations to the stock holes permitted. With an overall length of 1.183 in. If you are unsure if yours is the same, A tech representative can inspect it for you and determine if it is legal for use.**



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

Choke to remain unaltered.

CARBURETOR GASOLINE FILTER

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

AIR FILTER AND ADAPTER

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

Air filter cannot act as a ram air device. Air filter must not be soaked with anything except filter oil.

SPARK PLUG

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.

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

STARTER

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

The starter recoil and cup can only be removed by Evolution Racing Products at the time of engine sealing.

BATTERY

Battery must be mounted securely in stock location.

ELECTRICAL SWITCH LOCATIONS

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

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

ACCESSORIES

Lap timers and other automated electronics (oil pressure, temperature and rpm) are allowed providing they are mounted securely. Lap timers must not have a readout visible to the driver.

Tach/temp sensor devices may be attached to the spark plug. No exhaust temperature probes.

Transponders are mandatory at all events. The transponder will be mounted to the right side panhard mount support brace.

ENGINE COOLING SYSTEM

Air cooling components cannot be altered from Honda GX390

The stock shroud covering the head can be replaced with an aluminum shroud with maximum dimension 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.

ENGINE EXHAUST SYSTEM

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.

The use of an unaltered RLV silencer is mandatory.

Additional bracing and brackets to reinforce and support pipe are legal. Exhaust pipe wrap only is legal. No coatings.

FUEL & OIL

Unleaded pumped gasoline available at a corner service station only.

No racing fuel, aviation fuel or additives of any type are allowed.

The 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 officials using a Digatron fuel testing meter.

The 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 the series for reference.

Oil is to be used to lubricate the engine only – not for combustion. Any brand of oil is allowed.

FUEL CELL

The use of a fuel cell, capacity 1 1/2 gallons or less is mandatory.

The fuel cell location shall be centered in the chassis and in stock location.

FUEL LINES AND FUEL PUMP

Vacuum fuel pump only. No electric fuel pumps.

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

No fuel pump regulators are allowed

CLUTCH

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:

PREMIER Titan clutch shoes, springs and drums.

Horstman Redhawk clutch is legal.

Bully Turbo Minicup 1" 4 Disc, 6 Spring Outboard Mounted clutch is legal.

CHAIN / GEAR SPROCKETS

Only # 35 chain allowed. Only sprocket gears 52-84 tooth. No skip-tooth gears allowed.

Chain guards permitted and must be acceptable to official(s). No automatic or manual chain oiling systems permitted.

The Series reserves the right to mandate maximum gear ratio at any/all events. Maximum refers to lowest gear ratio number you can run. Example: at Edmonton a 4.21 and higher number is legal, a 4.19 or lower number is not legal. For Clarification ask a series representative.

Edmonton International Raceway gear ratio is 4.20 maximum

Medicine Hat Speedway gear ratio is 3.80 maximum

Hythe and Wyant Group gear ratio is 3.50 maximum

BRAKE COMPONENTS

Only hydraulic disc brakes with steel rotors are permitted.

All cars must have brakes on front and rear wheels.

Rotors may not be altered from stock. No alternate materials may be used.

Front rotor diameter – 6", Rear rotor diameter – 10"

Brake bias may not be adjustable from the driver compartment.

All brake and brake cooling component parts and installation must be acceptable to the Officials.

REAR AXLE

The rear axle must meet the following requirements:

Axle must be mounted solid to suspended chassis.

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

All hubs must be keyed securely to axle. No floating hubs allowed. Snap rings must be in place and safety wired. All axle keystone must be secured in an additional fashion (tie wrap, tape, retaining collars, etc.)

Self oiling carrier bearings are prohibited.

Axle may not extend past the outer edge of the rim.

WHEELS

4 lug Douglas Wheel with dimensions 8" X 6" only.

6 bolt wheels are illegal

TIRES

15.0/7-8 American Racer tires only. Compound M32

Official(s) may conduct durometer reading to verify compound.

Tire softeners and/or treatments strictly prohibited.

Nitrogen is allowed for use in tires.

TIRE TRACK

All cars must maintain a tread width between 43 and 46 inches measured at the widest point (sidewall) of the tire set at zero toe-in.

Aluminum spacers are permitted to utilize maximum tread width.

All tires and wheels must be enclosed by the body.

WHEELBASE REQUIREMENTS

The maximum allowable wheelbase for either side of the car is 60.5 inches.

The minimum allowable wheelbase for either side of the car is 59.5 inches.

CHASSIS

Currently, The only approved chassis for the Evolution Cupcar series are those manufactured by NC Chassis, MMI Manufacturing or Superfast Performance Products. No Homemade chassis will be allowed to compete.

No alterations to the chassis will be permitted.

All Frame Repairs are to be completed by Evolution Racing Racing Products unless given prior consent from a Series official.

SUSPENSION

One shock per wheel. Front shocks to be either AFCO 1553, QA1 7553 or PRO SHOCK ASB530B.

Rear shocks to be either AFCO 1551, QA1 7551 or PRO SHOCK ASB510B.

You can utilize any combination of these part numbers as long they are in the correct position. These are the only part numbers legal for use.

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

Two (2) front straight springs 1 7/8" X 8" in height with a rating of 300# to 400#, any brand allowed.

Two (2) rear straight springs 1 7/8" X 8" in height with a rating of 125# to 175#, any brand allowed.

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.

A-arms, panhard bar, and other suspension related components must be original manufactured products produced by approved manufacturers. No homemade parts. Tie rods may be built with aluminum bar not smaller in diameter than original.

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

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

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

SPINDLES

All spindles must be manufactured by approved manufacturers.

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 the approved manufacturers.

All cars may run ARC hubs. Avengers delivered with 3/4" spindles may continue to use them.

Spindle to control arm bolts must have safety wire installed.

STEERING

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

A quick release steel coupling acceptable to the official(s) on the steering wheel is mandatory.

Only rack and pinion steering is permitted.

All steering linkage must be properly secured. U-joints may be installed onto the steering shaft assembly.

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

BODY HEIGHT AND GROUND CLEARANCE REQUIREMENTS

All cars must maintain a minimum roof height of no less than 30 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.

Frame rail and body clearance between the wheels (*ride height*) will be at least 1 3/4 inches (mounting hardware exempt).

The nose of the car is not subject to ride height. A properly mounted wear strip may be added to the body if desired.

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.

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

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.

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 (18 lbs pressure max.) for the purposes of tech.

ALL DECISIONS BY PIT STEWARDS, CHIEF TECHNICAL INSPECTOR OR SERIES EXECUTIVE COMMITTEE MEMBERS WILL BE FINAL, ALL RULES SUBJECT TO INTERPRETATION BY SERIES OFFICIALS.

RULE BOOKS WILL BE ISSUED VIA EMAIL TO MEMBERS

ALL EQUIPMENT OR MODIFICATIONS NOT GOVERNED BY THE AFOREMENTIONED RULES ARE TO BE SUBMITTED TO THE SERIES OFFICIALS, NOT LESS THAN 30 DAYS PRIOR TO THE DATE OF INTENDED USAGE.

NO EQUIPMENT WILL BE CONSIDERED APPROVED BY REASON OF HAVING PASSED THROUGH INSPECTION UNOBSERVED.

RULES APPLY TO ALL RACE EVENTS

Any and all rules are subject to change with notice.

