



WSRA Mini Cup 2010 Rulebook

2/01/2010 Items with an * are new or modified for 2010

MISSION

Provide a stepping stone race development program for youth with the goal of Nascar recognition as the starting place for young drivers. Attract high level sponsors with a safe development program. Focus for Minicups should be Safety, Instruction, and Winning races in that order.

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 from any of the specifications herein or to impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements.

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.

WSRA CODE OF CONDUCT

All WSRA members will be expected to abide by the following 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 WSRA officials only regarding their conduct and behavior.

- 1. Actions detrimental to Minicup and/or Scaled Late Model racing.**
Any Member who performs an act or participates in actions deemed by WSRA Officials as detrimental to Minicup or Scaled Late Model racing, or to WSRA; a fine, and/or disqualification, and/or loss of Championship points, and/or loss of finishing position(s) in the Event, and/or probation, suspension or expulsion may result.
2. Harassment of WSRA or track 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. Violation of this policy will result in a \$250 or greater fine and/or suspension. All fines must be paid before driver will be allowed to participate in any additional WSRA events.
3. 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 and/or suspended. As such, if you want to ensure you do not receive a fine for harassment, stay in your team pit area. Violation of this policy will result in a \$250 or greater fine and/or suspension. All fines must be paid before driver will be allowed to participate in any additional WSRA events.
4. Physical violence will never be tolerated. Any driver who physically attacks anyone, at any time, will be banned from further WSRA competition for life.
5. Any driver who uses his car as a weapon – i.e. ramming another car after the race etc. will receive a fine of \$250 or greater and/or suspension. If the altercation occurs outside the track where bystanders could be hurt the fine will be \$500 and/or suspension.
6. If, in the opinion of the track officials, a racer intentionally wrecks another car during the race, the offending driver will be fined \$250 or greater and/or suspended.
7. Any concerns regarding racing events must be taken to WSRA officials only. No driver or associate should ever go

to a local racetrack official with concerns/complaints. These must be brought to the attention of the track by WSRA officials. Any driver who leaves the pit area and confronts track officials during racing events, or in any form of communication thereafter will be immediately thrown out of the WSRA event and/or fined \$500 and suspended. This is a serious offense that can ruin WSRA's relationship with a track, and it will not be tolerated.

8. No crew members are permitted on the race track at any time except if requested to be there by an official.
9. Everyone associated with WSRA minicup 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 from WSRA events.
10. 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.
11. **No alcohol is permitted in WSRA pit areas before, during, or after WSRA events.** Our series is designed to be family friendly and those caught in violation of this rule will be fined up to \$250 or greater.

WSRA PENALTIES/FINES

WSRA officials may apply penalties and/or fines for non-compliance with any part of this rulebook. 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 WSRA events regardless of the elapsed time between the infraction and the return to competition.

Mis-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 by WSRA officials.
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 by WSRA officials.

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

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

Rough Driving – If WSRA or track officials observe rough driving during an event, that driver may be moved back in the final finishing order for that race only and may be subject to additional fines and/or penalties.

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

WSRA POLICIES & PROCEDURES

WSRA will operate according to the following policies and procedures throughout the 2010 season.

Rain Policy – A. If a race is stopped for any reason after 1/2 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. In addition, everyone signed in for the event will receive first place points.

Refund Policy – WSRA membership fees are non-refundable. Entry fees for Touring Series events are partially refundable only under the following conditions – if WSRA is notified in writing at least two weeks prior to the event that a pre-registered driver would like to cancel their entry, WSRA will issue a refund of the entry fee minus a \$20 service fee. Drivers who do not show up for an event, or who do not notify WSRA in writing two weeks or more prior to an event, will not receive a refund of entry fees.

Tech Decisions – At all WSRA events, tech inspectors inspect cars. All decisions regarding the legality of cars and parts will be made by a 3 person committee consisting of 3 WSRA officials. This “Tech Committee” will also recommend any penalties, fines, etc. to be levied for infractions to the Race Director for a final decision.

Communication Policy – All cars racing in all WSRA events are required to have two-way radios to communicate between the driver and team spotter. In addition each team spotter must have a programmable scanner to allow direct communication between race officials and the spotter. It is the spotters responsibility to communicate necessary information and commands from the race officials to the driver in a expeditious fashion. The channel used at major WSRA events will be announced before each race event. It is the responsibility of each team to know how to program their radio. Teams must submit their radio frequency to WSRA officials prior to racing. WSRA reserves the right to monitor team frequencies to determine if there are any abuses.

Rules Policy – WSRA tech rules are based upon MMRA National rules so as to remain consistent at the national level except as provided in these written rules.

Pre Tech - Every car that competes in the WSRA race season must go through a complete pre-tech before racing in the series.

When the car passes pre-tech, an annual tech sticker will be applied to the upper right corner of the windshield (viewed from outside the car).

Pre Tech Minicup check list.

1. Ride height. 1 3/4" Gauge must flow freely under the racecar.
2. Weight 680 lbs. Future Star, 700 lbs. Open Class
3. MMRA plate, Serial #s, verify that car is MMRA approved.
4. Engine compartment exam- exhaust pipe 28" minimum, Approved Air filter, carb tight, no remote adjustment for Future Star, check axle with magnet (no stick – no race), shocks, gas tank vents, air vent hose from right side rear window (no more than 1" below sheet metal) any safety issue that may need to be addressed.
5. Spoiler check 35 degrees minimum.
6. Front brakes & shocks, foot box for Future Star.
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 minicup closing off and separating driver from engine compartment in case of fire.

When the car receives this annual sticker, it will not need to go through pre-tech again during that race season. However, WSRA will continue to "spot check" cars before each race for safety. 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 WSRA specifications at that time. Racers are welcome to bring their cars to pre-tech at any time to verify continued compliance with WSRA specifications. Compliance with WSRA specifications does not protect you from injury or loss due to racing accidents or activities.

NO LITIGATION - By entering a WSRA Sanctioned Event, Members agree to accept the following terms: A decision of an WSRA Official is final and non-protetable and can not be litigated in the courts in any jurisdiction. The sole remedy for review of any and all decisions of WSRA officials related to WSRA events and membership shall be the appeals process set forth herein. If a Member violates this agreement, and proceeds with litigation against WSRA or its Official(s), that Member agrees to pay any and all costs, including reasonable attorney fees, associated with the litigation incurred by WSRA or the Official(s). The rules and regulations set forth herein shall be construed pursuant to the laws of the State of California; further, Contra Costa County, California shall be the exclusive forum for the adjudication of any and all claims and controversies arising thereunder.

MINICUP RULES

1.0 GENERAL RULES

- 1.1 The WSRA 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 WSRA sanctioned or recognized event.
ALL PARTICIPANTS SUBJECT TO THE WSRA RULES ARE EXPECTED TO KNOW THE RULES AND 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 WSRA events and most MMRA Touring or Grand National events. It is recommended that MMRA members that compete in any MMRA sanctioned event consult the MMRA rulebook directly.
- 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. Only authorized WSRA officials may decide if a change, alteration or action is an attempt to circumvent the rules.**
- 1.6 WSRA 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 WSRA OFFICIALS, OR TRACK OFFICIALS, AT WSRA 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 WSRA does not recommend racing minicups on racetracks 1/2 mile or longer in length.
- 1.10 As of January 1, 2008 the following manufacturers are producing new minicup cars to MMRA specifications and with MMRA plates installed:
 1. NC Chassis Company
www.ncchassisco.com
 2. Ultimate Motorsports
www.ultimatemotorsports.com

- 1.11 The only cars eligible to compete in WSRA events are those that have an official MMRA serial number plate permanently affixed to their chassis. Minicup cars that meet MMRA specifications but do not have the MMRA serial number plate shown above, can compete in WSRA events by meeting the following conditions:
1. The car must meet all WSRA/MMRA specifications.
 2. The driver of the car must be a full WSRA member.

2.0 MEMBERSHIP AND LICENSING

- 2.1 WSRA membership runs from January 1st through December 31st of the same year. All memberships must be renewed on an annual basis. The fee for the 2010 season is \$200 per car.
- 2.1.1 WSRA requires that all competitors also belong to MMRA. Membership in MMRA must be completed by 3/15/2010.

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

2.2.1 Suspension and Expulsion

- (a) WSRA management is authorized to suspend or expel from membership and/or prohibit participation in any WSRA event, a Member or team for good cause.
- (b) "Good cause", as used in this section, means:
 - (i) Any conduct that brings the Association into public disrepute or violates the purposes for which this Association is formed (see code of conduct);
 - (ii) Any willful failure or refusal to abide by the Bylaws, or Rules of this Association.
 - (iii) Any action deemed by WSRA Officials as detrimental to Minicup or Baby Grand racing, or to WSRA.

- 2.3* All Drivers must obtain a WSRA Competition License before participating in any race event. To secure and maintain a WSRA Competition License, the driver must be:
1. A WSRA member in good standing
 2. At least 8 years of age
 3. Attend and pass the driving school or schools
 4. Obtain a testing sign-off from a WSRA Official(s)
 5. Team Crew Chief must attend a basis car set up and safety session.
 6. Driver/Spotter must have complete understanding of the use and process of using a two way radio and scanner system. This will be coordinated by the team owner with the race director.

Rookies are those that have paid for and attended a driving school or schools as required by WSRA and obtained testing sign off by WSRA and that have raced in no more than 3 races in the prior race season.

No new rookies will be allowed to start racing in WSRA Competition in the last two points race events of the season. You must have competed in at least two prior points events in order to be eligible for the last two points events of the season.

All rookies must start in the back of the field for at least 3 main events regardless of how they qualified. They will be lined up at the rear of the field based on how they qualified in relation to the other rookies in the field that have not met the 3 race requirement as well. In order for you to start where you qualified in the 4th main event you must obtain approval from the Race Director.

* All 2010 Rookie of the Year contenders regardless of how many races that they have run in prior to the start of the 2010 season must start in the back for at least 3 main event races. All Rookies will be lined up in the rear based on how they have qualified in relation to the other rookies.

- 2.3.1 All WSRA licenses are non-refundable and non-transferable.

2.4* *AGE

Ages 8-15 with valid membership, certified birth certificate, properly signed waivers and releases, and a WSRA COMPETITION LICENSE are eligible to race in sanctioned racing events. WSRA Licenses will be issued ONLY after being evaluated and authorized by WSRA regardless of racing experience. Authorization will come from the WSRA Series Director after the driver has been evaluated by WSRA representatives.

- 2.5 At any time if any driver demonstrates that he or she is unsafe or a danger to fellow racers the competition license may be suspended or revoked. Safety is paramount and dangerous or unsafe driving will not be tolerated.

- 2.6 If a driver is warned by the Race Director two or more times during a race for unsafe driving he or she may at that point be black flagged for a consultation in the pit area which may result in an official warning. Training advice will be provided if needed. If a driver is black flagged and given an official warning for unsafe driving two or more times within a season his competition license may be suspended or revoked at which time further training or consultation will be discussed.

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 before the entire racing program for the track is complete, he / she shall be immediately ejected from the race track premises and subject to a suspension or expulsion from WSRA. C) No alcohol shall be consumed at any time if Minicup competitors are on hand for the 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 WSRA 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 BY WSRA:**

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

B. Any participant who is formally charged by a court of law with an illegal drug violation, regardless of the offense, upon WSRA being so advised, shall be suspended from all forms of participation at WSRA 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 WSRA 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 WSRA 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, made at the request of WSRA. B. In the case of drug possession, that the participant produces evidence, satisfactory to WSRA Officials, that he or she was 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 WSRA 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 WSRA sanctioned or recognized events are competitive racing events. The rules of WSRA 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 Entry fee and pit passes differ from track to track. WSRA members must adhere to track policy.
- 5.2 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.
- 5.3 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.
- 5.4 No one under the minimum age required by the track, even if they are an WSRA member, will be allowed in the pit area or other restricted areas.
- 5.5 All persons under the age of eighteen (18) must have signed a minor's release with both parent's or guardian's signatures and have it on file at each race track which they desire to enter.
- 5.6* No person shall enter any pit area or restricted area without first signing a waiver and release of liability form.
- 5.7* No person shall compete in any WSRA events, practice, race or otherwise, without first signing a waiver and release of liability form. Failure to comply with this provision may subject the driver to an action for breach of contract.

6.0 COMPETITION AND RACE PROCEDURE

- 6.1 Official Fuel - WSRA requires the purchase and use of "official fuel" for qualifying and main events. The official fuel for all WSRA events will be purchased at a local station as designated prior to each event by WSRA.
- 6.2 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 WSRA 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 will be impounded by WSRA officials and is subject to technical inspection.
- 6.3 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.
- 6.4 At WSRA events, the top qualifiers will be inverted for the feature race. The number of inverted cars will be 2, 4, or 6, and will be determined by drawing a number. WSRA will only invert up to the first six positions, regardless of the number drawn for the inversion. Only one number will be drawn which will apply to that feature race.
- 6.5 Tie Breakers for qualifying times will be broken as follows: If there is a tie between the best qualifying laps of 2 or more cars then the 2nd best times will be used to break the tie. If a tie is not able to be broken by the 2nd best times the number of main event wins for the current season going down from wins to the number of seconds thru 10th place until the tie is broken.
- 6.6 2 spin rule, if a driver spins unassisted during the main event under green flag conditions twice they will be given the black flag and they must leave the race track and they will be scored accordingly.
- 6.7 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 by any driver.
- 6.8 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.
- 6.9 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.
- 6.10 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.
- 6.11 WSRA races will start a maximum of 20 cars at tracks 3/8 mile and under. The top 6 fastest qualifiers will be locked into the feature event based on speed. All other cars will compete in a qualifying race where up to the top 14 finishers that hold a WSRA Competition License will transfer into the feature event.

- 6.12 If qualifying is rained out or cancelled for any reason, the top 6 positions will be set by points, and the remaining cars will race in the qualifier event.
- 6.13 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.
- 6.14 Driver changes may not be made during the course of any race.
- 6.15 All starts and restarts are to be determined by track officials.
- 6.16 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.
- 6.17 On all single file restarts, after the green flag and/or light is displayed, passing is only allowed to the right until crossing the start/finish line. 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.
- 6.18 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 or follow the WSRA Pace Car 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.
- 6.19 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.
- 6.20 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 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 radio system to place lead lap cars at the front of the field as time allows.
- 6.21 If a caution is displayed after the leader takes the white flag, all cars must observe the caution and slow as with any other caution. The race is over at that point. The race finish will be determined by the official lineup from the previous lap. There will be no racing to the checkered flag. Cars involved in the caution will be moved to the rear of the field in the order they scored in the previous lap with the exception of a car deemed by officials to have caused the caution. That car if any, will be placed at the rear of the field. This rule will also apply to any yellow/checkered finish.
- 6.22 Any car involved in three yellow flags, for any reason, will be black flagged.
- 6.23 All cars involved in an accident will restart behind all cars not involved, regardless of the number of laps completed. Track officials have the right to deviate from this policy if they determine an incident was caused intentionally.
- 6.24 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.
- 6.25 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.
- 6.26 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.
- 6.27 If rough driving is observed, officials will first warn the driver with the point of a furled black flag. Further rough driving will result in disqualification or consultation with officials. Rough driving will be determined by the track officials or WSRA Race Director 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.
- 6.28 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.
- 6.29 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.

- 6.30 The standard WSRA feature event will be 25 laps or 30 minutes, whichever comes first. If the caution flag is displayed when the laps and/or time limitation is reached, there will be a single green-white-checkered attempt at a green flag finish, just like in Nextel Cup. WSRA may with prior notice increase/decrease the number of laps as needed.
- 6.31 Upon consultation with WSRA 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.
- 6.32 At WSRA events, the race will be managed by the local track 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 WSRA or 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 but may pertain only to a corner / flag station on a road-type course. Specific instructions for the event are provided at the driver's meeting and shall apply for that event.
 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 request for a review to WSRA within 1/2 hour of posting of the results by WSRA. WSRA Officials will consult with the track officials to confirm finish results. It is up to the track officials to determine final results.
- 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 downtube on either the left or right side of the chassis. Only one transponder may be mounted per car, and all transponders must be operational. See photo below for example.
 Only one transponder may be mounted per car, and all transponders must be operational.



9.0* **POINTS**

9.1 Only the starting drivers will be awarded points. No points will be awarded to the car or its owner. Drivers ONLY!.

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

9.3* You must be in good standing with the WSRA and race in at least 10 main events in order to receive year end awards. All suspensions must be fully served and fines paid to be considered in good standing with WSRA. WSRA reserves the right to withhold or revoke any year end awards to any participant with outstanding debt to the WSRA.

9.4 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 and not the heat races.

9.5 **Qualifying Points**

Qualifying points will be given to the fastest car as determined by the track scoring.

Fastest time 1 point

9.6 **Event Points**

Points will be issued to drivers competing in both the main event and the qualifying event (if not running in the main event) beginning with:

Main Event -

1st 50 points

2nd 48 points

3rd 46 points

4th through last - 2 point increments

Drivers not competing in the main event will be issued points based upon their finish in the Qualifying Event beginning with 2 less points of that of the last place Main Event driver.

No driver will receive points for both events in same night.

Heats if ran will receive no points.

9.7* The last two official points races of the season, the points will be doubled.

9.8* Throw Out Race Points, At the end of the race season and prior to awarding the year end results, the lowest points awarded for 2 of the races of the season will be deducted from the total and then the remaining points total will determine the year end results for awards.

9.9 2010 Rookie of the Year will be awarded to the rookie with the highest point average from 10 races of the 15 points races in 2010. The 10 best points scores will be added up for each Rookie of the Year contender and divided by 10 to determine the highest points average for each contender. You must race a minimum of 10 points races to be eligible for Rookie of the Year in 2010.

9.10 Tie Breaker for year end points - After the year end totals are determined less the throw out and if a tie exist, the total number of wins for each person will break the tie. If a tie remains the highest number of 2nd down to 10th place will break the tie.

10.0 ADVERTISING AND PROMOTION RELEASE

10.1 By entering into any WSRA event, drivers, car owners, crew and agents assign all commercial communication and broadcast rights including photos, videos, or sounds of the event to WSRA and name WSRA as their agent and representative regarding such rights. A audiovisual release must be signed by all applicants.

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

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

11.0 CAR NUMBERS, WSRA 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 "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. All number designs are subject to WSRA's approval. WSRA 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.

ALL first year drivers (Rookie of the Year Candidates) 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 1/2” X 24”.

- 11.2 Drivers in WSRA sanctioned races agree to display WSRA 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 WSRA decals and sponsor decals must also be displayed in order to participate in any WSRA event.
- 11.4 Failure to display the required decals, could result in refusal of competition, and/or loss of contingency fund and prize money.

12.0 GENERAL BODY REQUIREMENTS

- 12.1 All bodies must be styled to resemble a NASCAR stock car, excluding the COT body design.
- 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. These are for aesthetics only and provide no performance advantage.
- 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 by the next event.
- 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).
- 12.5.1 Any modifications made by a Manufacturer must be approved for Competition for WSRA prior to use in WSRA events. It is highly recommended that competitors desiring to use such modifications obtain a detailed description from the Manufacturer and present that modification to the WSRA Administration for approval 72 hours prior to competition. All modifications discovered during competition without said WSRA approval, shall be deemed illegal for competition and will be the basis for disqualification even though originating from the Manufacturer. WSRA retains the final determination on this matter.
- 12.5.2 Body Rear Edge Height Limitations – In any event, the ground-to-bottom edge of the rear body portion of any WSRA car shall not exceed 10 ½ inches measured at any point along the bottom edge of body.
- 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 with driver ready to race. Maximum left side weight is 55% of total race weight. All weights will be calculated on scales approved by WSRA. 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, WSRA recommends the use of square steel tubing weight containment bars. WSRA suggests poured lead – no buckshot or BB’s. 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.
- 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 WSRA 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 speedway 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. No enclosures of any kind will be allowed in the left speedway window.
- 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 rails. Panels may be added to keep debris from driver's area. All interior panels are subject to approval by officials.

All pedals must be within appropriate reach of the driver. Any deemed inappropriate by tech official will have to be modified prior to the car being allowed on the track. A raised footbox may be constructed for elevating the driver's feet or legs above the steering rack and to allow for moving the pedals closer to the driver. The box may be constructed from aluminum or steel of a thickness sufficient to support the driver's feet and allow for the bolting of the pedal assembly directly to the box if necessary. Minimum .040 gauge aluminum or a maximum of 14-gauge steel may be used. The box must be easily removed for safety inspection of steering and suspension components. The sole purpose is to allow proper pedal location for a small driver.

- 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.
- 12.20 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.
- 12.21 Engine covering referenced in rule 12.20 must extend to the body in all directions.
- 12.22 Bumpers must be hollow steel tubing and fastened to chassis.

13.0 **EQUIPMENT AND GENERAL ACCESSORIES**

- 13.1 WSRA 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. (Minimum of grade 8 hardware only). The seat center line must match that of the vehicle. The seat can not be off set. Seat size will be appropriate for driver.
- 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 full face racing type helmet with a **Snell rating of SA2005 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 which are SFI rated. A single layer fire suit is the minimum allowed- double layer suits are recommended.
- 13.6 WSRA highly recommends all drivers use arm restraints and All drivers must wear a head and neck restraint system.
- 13.7 WSRA highly recommends all drivers wear underwear, shoes, socks, neck collars and gloves made of fire resistant material.
- 13.8 Two-way radios are required between the driver and spotter. The spotter must also have a programmable scanner to hear official communication from the Race Director and Track officials.
- 13.9 WSRA 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 3 inches wide for adults and 2 inches wide for Future Stars.
 - 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 can not be used.

- 13.12 Minicup specific parts such as spindles, cradles, A-arms etc. must be manufactured by MMRA approved manufacturers. No homemade, R&D, 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, WSRA 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, R&D, or "better engineered" parts remain illegal.
- 14.0 GENERAL ENGINE REQUIREMENTS -WSRA works with MMRA on these general requirements and in most cases follows MMRA national rules except as defined within this rule book. Which ever rule that is more strict will be followed for the WSRA series.
- 14.1 WSRA requires all motors that are used in a race event in 2010 be sealed by either the WSRA tech staff at a sealing fee of \$150.00 payable to WSRA or seals installed by Extreme Engine Systems (EES). EES is the only MMRA recognized national engine sealer. All Motors that are to be used in competition during the 2009 season must be logged in with the WSRA tech staff prior to use. If WSRA breaks a sealed motor and the motor is found to be legal, WSRA will pay to have the motor resealed with WSRA seals only. The sealing fee for a head only seal will be \$50.00 payable to WSRA.
- For participants that choose to run motors that are sealed by EES, they will need to provide a copy of seal certification that included the date of sealing and motor serial number. That information will be recorded in the official record for motor competition along with motors sealed by WSRA tech staff.
- 14.2 WSRA approved sealed engines have numbered seals with the WSRA name and logo on them.
- 14.3 Only Honda GX390K1 or U1 engines will be used in MMRA minicup 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.
- 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 re-tapped. 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.
- 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.

- 15.4 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 7 years. This is the only camshaft profile allowed for 2010.
- 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 MMRA 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

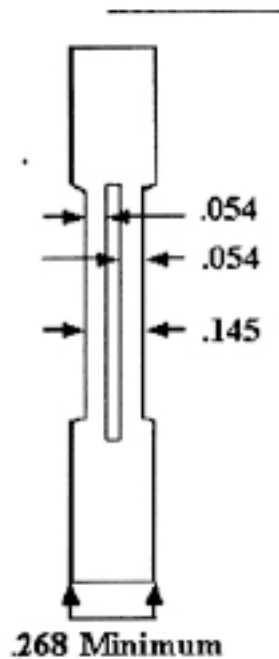
Any camshaft profile that falls out of specification as outlined above will be confiscated by WSRA at the time of inspection.

- 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 When using the Honda carburetor needle and seat must remain stock Honda GX270.
- 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 following modifications are the **only allowed changes** to the stock GX270 HONDA CARBURETOR:

WSRA minicup cars will run the same Honda GX390 motor but the carburetor will be from the GX270 Honda Engine. This smaller carburetor replaces the old restrictor plate system.

- A. Jet size is open.
- B. No modification of shaft or butterfly allowed. Must be stock shaft.
- C. No grinding, polishing, or removal of any material except as stated below.
- D. A pick up hole can be drilled parallel to the existing hole of the same size.
- E. Hole can be drilled in bottom of carb nut for remote adjustment.
- F. May remove tab on low idle mix pilot screw
- G. Gasket must remain stock Honda GX270.
- H. Carburetor insulator for Honda carburetor must be drilled for pulse pump. Fuel pump must be pulsed from insulator only. Only one hole is allowed. No air leaks.
- I. No grinding, polishing or sizing of insulators or adapters is allowed.
- J. Emulsion Tube must remain stock unaltered.
- K. Emulsion Tube inner diameter must remain stock unaltered
- L. Pilot Jet Holes – must have stock 4 holes.



**Throttle Shaft and dimensions
shown above.**

19.0 TILLOTSON CARBURETOR

Note: Tillotson carburetors will not be allowed.

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 and part #3901919 and must remain unaltered.

- 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 1/4 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 MMRA 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 at any MMRA event. MMRA permits ONLY the "RLV" muffler part number 4120 at MMRA 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 OIL

- 32.1 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 MMRA. 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 1/2 gallons or less is mandatory.
- 33.2 The MMRA 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 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 MMRA official(s). No automatic or manual chain oiling systems permitted. MMRA 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 chrome moly 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 keystone must be secured in an additional fashion (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. These wheels are not allowed for use in 2010.
- 39.2* WSRA Requires 4 bolt hubs and wheels for maximum safety.
- 39.3 4 lug Douglas Wheel part number 005-31 with dimensions 8" X 6" are legal
- 40.0 TIRES
- 40.1 WSRA requires Hoosier MC780 compound tires.
- 40.2 MMRA official(s) may conduct durometer reading to verify compound.
- 40.3* No liquid or other tire softeners are allowed. If this is found to be in use it will result in a permanent ban from all future WSRA events and expulsion from WSRA membership.
- 40.4 Nitrogen is allowed for use in tires.
- 40.5 The car must start the any feature racing, including lower mains and trophy dashes on the same tires that were used for Qualifying. If damage occurs during or after qualifying, tires may be changed with the approval of the WSRA Tech Inspector. If more than one tire is changed , the car loses its qualifying position and must go to the back of the field.
- 41.0 TIRE TRACK
- 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. When measuring, both sides must measure within 1/2 inch of each other. Measurement is to be taken from the center of axle to center of hub specifically at the tire sidewall, not from points extending out from those locations.
- 43.0 CHASSIS
- 43.1 All chassis must be commercially manufactured for Minicup racing by established companies such as MMI, Ultimate Motorsports or NC Chassis. No home-made or one-offs. No modifications other than specifically allowed in this rulebook. Additional bars for SAFETY ONLY may be added to chassis subject to approval by WSRA officials.
- 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. Will also serve as mount for foot net.
 E) Additional bars for SAFETY ONLY may be added to chassis subject to approval by MMRA officials at the national level.
- 43.4 Damage to the frame may be repaired however, any repairs must be visually inspected by an MMRA 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 WSRA minicup 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.
 - Two (2) 400# front springs, any brand allowed (front mount only).
 - Two (2) 140# rear springs, any brand allowed (rear mount only)
- 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.
 - Two (2) 350# front springs, any brand allowed (front mount only)
 - Two (2) 135# rear springs, any brand allowed

- 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 produced by 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 WSRA/MMRA 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.
- 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 3/4" 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 acceptable to the official(s) 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 3/4 inches. Front air dam clearance will be 1 3/4 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 (18 lbs pressure max.) for the purposes of tech.
- 48.0 **POST RACE TECH AND SCALES**

- 48.1 Top 5 finishers in both qualifying and feature races and top qualifier/track record breakers must go directly to the scales or tech area immediately after coming off the track as directed by WSRA 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.
- 48.5 TECHNICAL PROCEDURES FOR HONDA GX390:
- General:
1. Check for approved air filter
 2. Check for air filter adapter
 3. Air Leak check (WD-40 or 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 Future Stars Honda .635 (gauge may not enter bore for any distance)
 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 2008 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:
Piston crown to bottom of skirt: 2.615 minimum
Dish in top of piston: .085 +- .005
Compression height (top of wrist pin to top of piston): .705 minimum
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 WSRA 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 WSRA.
- 48.7 WSRA 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/OFFICIAL INSPECTIONS**
- 49.1 Protester must have finished on lead lap of feature.
- 49.2 Protest has to be in writing and turned in to a WSRA official no later than thirty minutes after the checkered flag is displayed.
- 49.3 Protest fee must be included in cash with written protest. Protest fee for unsealed parts is \$150 and for WSRA Approved sealed engines is \$500.
- 49.4 Unsealed Fees: \$100 of the protest fee will be paid to the prevailing party with the remaining \$50 paid to WSRA for tech services.
- 49.5 Sealed Fees: Sealed engines can only be inspected under the following conditions – an official of WSRA must be present. If these conditions can be met at the event where the protest occurs, then \$50 of the protest fee will be paid to WSRA for tech services and the balance will go to the prevailing party.
- If the parties named above are not on hand at the event where the protest occurs, the engine will be held by WSRA officials for inspection with the seals intact. Any engine with seals that have been removed or tampered with will be considered to be an unsealed engine.
- 49.6 Engine tear down will be limited to the following people only:
One Team Member from car in question
One Owner authorized Mechanic
WSRA tech inspectors
WSRA tech committee members
WSRA 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 protester must remain on hand during the protest inspection or the inspection will end.
- 49.10 WSRA reserves the right to tear down any engine, at any time, without a protest fee being filed. WSRA reserves the right to impound any car or engine for a reasonable amount of time for further inspection. WSRA reserves the right to confiscate any part that is believed to be illegal at a Post Race Tech Inspection. This part or parts may be sent to WSRA or MMRA offices for final inspection and determination of legality. If the part or parts are determined to be illegal by WSRA after this final inspection, the illegal parts will be destroyed by WSRA. No compensation will be given to the Car owner or driver for the destroyed parts.
- 49.11 WSRA 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.

- 49.12 Should a sealed engine be subject to an official WSRA inspection requiring engine tear-down and found to be legal, WSRA will pay for re-assembly and re-sealing of the motor by WSRA tech only. EES motors will be resealed with WSRA seals at no charge. If the owner chooses to reseat with EES, It will be done at the owners sole expense.
- 49.13 Should a competitor appeal a ruling on an engine, component, or mechanical item and /or part, requiring that item or part to be shipped to MMRA for inspection, the cost of shipping and handling shall be the responsibility of the person filing the appeal, providing the appeal is accepted by WSRA.
- 49.14 At no time shall a competitor attempt to contact MMRA directly with the intent to appeal an official WSRA ruling on a part. Any part that requires MMRA inspection must be sent by WSRA officials ONLY. Items that may be in question will be inspected, sealed in a box and sent to MMRA officials by WSRA. If a competitor attempts to do this independently, they may be subject to a fine by WSRA. WSRA reserves the right to disregard any MMRA technical determination on a part unless it has gone through proper procedures.

Any and all rules are subject to change without notice.
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