

## 2019 LSDCC RULES of COMPETITION

As of January 1, 2019:

LONESTAR DWARF CAR CLUB shall hereafter be referred to as LSDCC throughout the rules and descriptions. 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 expressed or implied warranty of safety shall result from publications 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. By competing in LSDCC sanctioned events, all participants agree to abide by the rules that are listed below and agree to the LSDCC director's decision or penalties set forth by these rules.

LSDCC shall be governed by a 3-member Board of Directors. The BOD shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in their opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the BOD and their decisions are final. If at any time a board member steps down or is removed from the board, the Tech Committee shall nominate and appoint a new 3<sup>rd</sup> member.

The Tech Committee (TC) shall consist of the Board of Directors (BOD), an alternate director, and a board of a minimum of three (3) technical members selected by the Board of Directors. The Tech Committee will develop all competition rules, not governed by individual track management. In the event a rule question involves a member, or members, of this committee, that committee member(s) will be replaced, for that issue only, by another LSDCC member, appointed by the BOD. The BOD will be the deciding body for all rules and penalties.

LSDCC Directors will meet and convene to discuss matters of discipline to determine an appropriate decision. Decisions are final, no appeals or changes may be made after the issue is settled. The meeting may or may not be conducted on the night of any incident in question.

ANY RULES OR REGULATIONS NOT COVERED IN THIS BOOKLET WILL BE DETERMINED ON A TIMELY BASIS BY LSDCC BOD AND THE DECISION IS FINAL.

### ***GENERAL RULES & REGULATIONS***

1. LSDCC race rules shall apply to all LSDCC sanctioned events. Driver must hold a current LSDCC competition license in order to compete in events and receive championship points and monies.
2. LSDCC, TC, or track officials may inspect any car, at any time, for Safety, mechanical, or rules compliance.
3. LSDCC reserves the right to reject or allow entry of any driver or car.
4. Approval of a LSDCC vehicle by the inspector shall mean only that the vehicle is approved for participation in a competitive event and shall not be construed in any way to mean that the inspected LSDCC vehicle is guaranteed mechanically sound. Be it further declared that the inspector shall not be liable, nor shall the sanctioning body, for any mechanical failure, any losses, injuries, or death resulting from same.
5. The Rules and regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish the 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 reviewed and accepted and complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND REGULATIONS.**
6. These rules are intended solely 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. Any interpretation or deviation of these rules is left to the discretion of LSDCC and the decision is final. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH DEVIATION OF SPECIFICATIONS.**
7. No intoxicating spirits or controlled substances are to be consumed before or during race events by anyone entering the pit area of tracks. BOD reserves the right to test for suspected intoxication, refusal will immediately DQ the car and driver and may result in further action.
8. Any disputes involving qualifying times, lap scoring, and/or finishing position is under the jurisdiction of the Track Officials and their decision is final. LSDCC BOD will address winnings, points, or rules interpretations resulting from on track activity. Any disputes or discussions due to on track issues or incidents are to be held with the LSDCC Directors only.

9. Abuse or confrontation of any race track or its officials and/or use of abusive language is strictly prohibited. FAILURE TO ABIDE BY THIS RULE MAY RESULT IN SUSPENSION UP TO DISMISSAL FROM CLUB, LOSS OF POINTS, WINNINGS, RECORDS, AND/OR A CASH FINE.

***Driver Qualifications and Responsibilities:***

10. Membership and Fees

- a. This years' LSDCC 2019 season will continue a membership package for all LSDCC drivers. All drivers will pay a one (1) time season membership fee of Fifty dollars (\$50) per driver and at that time will be eligible to pull a pill and be a part of the LSDCC 2019 RACING SEASON points championship.
- b. There will be an assessed car fee of Seventy-Five dollars (\$75.00) per race car to be paid in full before the first race of each season.
- c. Guests who are dues paying members of other dwarf car organizations will be assessed a fee of \$20 per race up to \$60 annually or a one-time fee of \$50. Guests will not be included in the points calculation.

11. All drivers must be a minimum of sixteen (16) years of age. Any driver under 16 must have approval of the BOD, based on experience, on a case by case basis. All Drivers under the age of 18 must have a signed waiver by parent or guardian.

12. THE DRIVER ASSUMES RESPONSIBILITIES FOR THE ACTIONS OF THEIR PIT CREW AND GUESTS.

- a. Motor racing is a dangerous sport and may result in injury, bodily harm, or death.
- b. Drivers, owners, and/or crew shall have no claims or actions of any kind against or cause of action for damages of any kind, expenses, or otherwise, against LSDCC directors, TC, any track owner, promoter, or official by reason of disqualification or damage to either car, driver, or both. This regulation shall be deemed a covenant not to sue made by each driver, owner, and/or crew member to LSDCC or any track owner, promoter, or official with respect to any alleged act or omission or agreement by any of them.

13. Points go to the driver only, no exceptions.

14. Points Structure

a. Heat Race Points

|                          |                         |                         |                         |                          |
|--------------------------|-------------------------|-------------------------|-------------------------|--------------------------|
| 1 <sup>st</sup> – 30pts  | 2 <sup>nd</sup> – 28pts | 3 <sup>rd</sup> – 26pts | 4 <sup>th</sup> – 24pts | 5 <sup>th</sup> – 22pts  |
| 6 <sup>th</sup> – 20pts  | 7 <sup>th</sup> – 18pts | 8 <sup>th</sup> – 16pts | 9 <sup>th</sup> – 14pts | 10 <sup>th</sup> – 12pts |
| 11 <sup>th</sup> – 10pts | 12 <sup>th</sup> – 8pts |                         |                         |                          |

b. Feature Race Points

|                          |                          |                          |                          |                          |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| 1 <sup>st</sup> – 70pts  | 2 <sup>nd</sup> – 67pts  | 3 <sup>rd</sup> – 64pts  | 4 <sup>th</sup> – 61pts  | 5 <sup>th</sup> – 58pts  |
| 6 <sup>th</sup> – 55pts  | 7 <sup>th</sup> – 52pts  | 8 <sup>th</sup> – 49pts  | 9 <sup>th</sup> – 46pts  | 10 <sup>th</sup> – 43pts |
| 11 <sup>th</sup> – 41pts | 12 <sup>th</sup> – 39pts | 13 <sup>th</sup> – 37pts | 14 <sup>th</sup> – 35pts | 15 <sup>th</sup> – 33pts |
| 16 <sup>th</sup> – 31pts | 17 <sup>th</sup> – 29pts | 18 <sup>th</sup> – 27pts | 19 <sup>th</sup> – 25pts | 20 <sup>th</sup> – 23pts |
| 21 <sup>st</sup> – 21pts | 22 <sup>nd</sup> – 19pts | 23 <sup>rd</sup> – 17pts | 24 <sup>th</sup> – 15pts | 25 <sup>th</sup> – 13pts |

- c. All drivers get 20 pts for attending the event with a race ready car. If the driver changes from the Heat to the Feature in the same car, the heat race driver receives the 20 pts.

15. In the event that LSDCC schedules 15 or more races, two (2) low point nights from each driver will be dropped in calculating total points. Missed races resulting in “0” points for a participant, would be counted as dropped races. In the event a car is disqualified for rules infractions and receives a points penalty for the event, that race event may not be used as a ‘dropped’ race.

16. Any driver that does not utilize all drops during the season shall retain the 20pts for the un-used drop races as a bonus.

***Race Line Up and Procedure:***

17. Race Line Up

- a. Pill draw will be used to determine the heat race line ups at the first race of the season.
- b. Heat race line ups after the first race of the season shall be determined by points average.
  - i. Heat one shall consist of the drivers with the lowest points average
  - ii. Heat two shall consist of drivers with higher points average, etc.
  - iii. This will be a trial format for the first 6 races of the season, at that time a decision will be made to revert back to pill draw or continue with the points average format.
- c. Heat races will consist of 8-10 laps to be determined by the track officials.
- d. Feature starting positions will be determined by heat race finishes and points average. The top 12 finishers in the heats will be the front 12 in the feature. The top 12 positions will be inverted by points average with the lowest points starting on the pole and the highest in 12th. Remaining feature positions will be based on heat race finishing position.
- e. Feature races will consist of 20 laps, with no fuel stops.
- f. We will consider a B Main (8-10 laps) factoring any race with more than 25 cars.
- g. Rookies will start at the back of heat for 3 race nights minimum, and until the BOD determines they are experienced enough to start safely in position in their

heat as determined by pill draw or points average.

- h. Rookies will start in the back of Feature Events for a minimum of 6 races, or until the BOD determines they are experienced enough to start safely in position determined by regular procedures.
- i. Guests will be assigned a heat race as determined by the BOD on the night of the event (or by pill draw) and will start in the back of the heat. Feature position will be determined by heat race finish position. Guest finishing in the top 12 of the heat races shall start in the 12<sup>th</sup> position.
- j. Any driver may request to start at the back but must do so prior to the start of the heat races.
- k. Any driver causing a caution, 1 time in a heat, must pull to the infield for the remainder of that race. Failure to comply will result in forfeiture of points for that heat.
- l. Any driver causing a caution, 2 times in a feature, must pull to the infield for the remainder of that race. Failure to comply will result in forfeiture of points for that feature and all monies for the event.
- m. There will be an attempt to limit the feature to a maximum of twenty-four cars, unless the track or club rules otherwise.
- n. Each driver must attend the drivers meeting
  - i. Drivers meeting will begin 1 hour prior to race start time
  - ii. Any driver not at drivers meeting will start in the back of the heat race
- o. White Flag Rule
  - i. All cars will follow the White Flag rule when lining up for heats, B Mains, and Features. The White Flag rule means that cars will be in the designated line-up area (chute) before the white flag flies in the previous race or said cars will start at the rear of the field.

## 18. Line Up Procedure

- a. Start of race
  - i. The start of any race will be determined by the flag man; however, the leader shall not start prior to exiting turn 4 and shall start before the start/finish line. The general start area is the last tire coming out of turn 4 or a cone set by the track officials.
  - ii. The pole setter shall start on the inside and will set the pace of the field.
  - iii. All cars in the field will be aligned double rowed, nose to tail with a maximum of one half (1/2) car length in between any cars.
    - 1. If any car chooses to gap the car in front by more than two (2) car lengths at the one (1) to go, the car rear of the offender may take that position before the start.
  - iv. Any driver that leaves the nose to tail formation (jumping) before the start of the race shall be penalized two (2) positions in the final finishing order

1. This may be determined by track officials or video footage
- b. Restarts
- i. Restarts shall be in the Texas formation; the leader has the front row alone and may choose inside or outside.
  - ii. The second-place car will line up on the inside, third place on the outside. If the option to choose is given by the track, the second-place car may choose inside or outside.
  - iii. The second row shall remain behind the leader's rear bumper (no overlap) until the leader starts the race.
  - iv. All cars in the field will be aligned double rowed, nose to tail with a maximum of one half (1/2) car length in between any cars.
    1. If any car chooses to gap the car in front by more than two (2) car lengths, the car rear of the offender may take that position before the start.
  - v. Any driver that leaves the nose to tail formation (jumping) before the start of the race shall be penalized two (2) positions in the final finishing order
    1. This may be determined by track officials or video footage
- c. Single File Restarts
- i. Single file restarts are imposed by the track officials due to excessive cautions.
  - ii. All cars in the field will be aligned single file, nose to tail with a maximum of one half (1/2) car length in between any cars.
    1. If any car chooses to gap the car in front by more than two (2) car lengths, the car rear of the offender may take that position before the start.
  - iii. Any driver that leaves the nose to tail formation (jumping) before the start of the race or before the cone placed on the front stretch by track officials shall be penalized two (2) positions in the final finishing order
    1. This may be determined by track officials or video footage
- d. In cases where the finish of the race is too close to call (in Real time), the track officials may use photo(s), video or electronic scoring, if available, to aid in determining the winner.

## ***TECHNICAL REGULATIONS AND INSPECTIONS:***

### **19. TECHNICAL REGULATIONS:**

- a. At the beginning of race night, all cars must have all body parts intact and must start under their own power.
- b. One-way radio/scanner is required by LSDCC drivers to assist with safety and restarts. Radio/scanner must monitor designated frequency for the host track.

- c. **ABSOLUTELY NO RADIO** communications allowed from anyone except official track management.
- d. If a driver's radio/scanner is not functioning properly, he/she must start the race/races that evening at the rear of the field. If a driver does not have a radio/scanner in his/her possession he/she will not be allowed to participate in that evening's event.
- e. LSDCC will require Westhold (or 100% compatible) transponders to be used for race scoring at tracks with scoring/timing systems. Any car without a working and properly registered transponder will not be scored, will not have finishing position recognized, and will not receive any 'purse money' payout for that race event. A car that has an operating transponder at the start of a race, but malfunctions during the race will be allowed finishing position based on video tape, or other information provided by eyewitness. In the event we would schedule races at tracks that do not have the Westhold Transponder system, this rule would not apply, and races would be scored manually. The center of the transponder main body must be located no less than the center line of the main tube of rear axle.
- f. At each race event, the TC may inspect all cars, for various items, to be determined by the TC, in the time period between the Heat and Feature Races, if time permits.
- g. Where scales are available or provided, car will be weighed, minimum weight of car 1240 pounds with driver.
  - i. All ballast must be securely fastened to car. Tech inspector may remove dirt or clay.
  - ii. If a cars' weight is determined to be light, the car will be pushed off the scales and the scales reset, then the car will be re-weighed once and only once.
- h. The LSDCC TC may check any car or driver for compliance of any rule at any time; prior tech examination does not imply acceptance of rules infractions.
- i. The LSDCC TC will not be responsible for officiating at a LSDCC race. Track officials will rule on the finishing order, yellow flag enforcement, and jump starting, etc. Track decisions are final, however complaints filed to the BOD will be reviewed through video evidence and post-race penalties may result.

## 20. RIGHT TO INSPECT:

- a. LSDCC TC may inspect any car or driver for compliance of any rule at any time before, during or after the race event.
- b. The speedway may inspect any car for safety purposes before and during the race.
- c. Cars deemed to be illegal or unsafe shall not be allowed to compete in the event and the driver may be subject to discipline.

## 21. PRIOR INSPECTONS:

- a. The fact that a car was inspected and determined to be legal or safe on any prior occasion shall not govern, car must be legal and safe at all times. LSDCC TC makes no warranty or representation of the legality or safety of cars allowed to compete in the event.

## 22. POST RACE INSPECTIONS:

- a. If any rule infraction is detected in any post-race inspection, the car may be disqualified, which may include but is not limited to forfeiture of purse and/or points.
- b. If scales are provided by the track, the top five (5) finishers must report directly to the scales. Any car that goes to its' pit area before going to the scales may be presumed to be too light and may be disqualified from that race without right of protest or appeal.
- c. The top five (5) finishers in the Feature must go to the tech area from scales if provided or to the tech area. Common sense will be applied. The TC may disqualify any car for not meeting the LSDCC requirements. Any disqualification must be clarified by BOD.
- d. If illegal parts or infractions that give a clear competitive advantage are found at any time during race night, the car and driver may be disqualified and subject to penalties.
- e. Should the infraction be determined by the TC prior to a race, the BOD will inform the car owner and/or driver of the time frame they have to remedy the infraction prior to racing.

## ***GENERAL GUIDELINES FOR CONDUCT PERTAINING TO RULES INFRACTIONS***

### 23. PENALTIES:

- a. All penalties are at the discretion of the board of directors.

### 24. TRACTION CONTROL:

- a. Any type of traction control is illegal in any LSDCC event. Any car to be found with traction control will be disqualified; the driver / owner will be suspended for 1 year from LSDCC competition and assessed a \$100 fine.

### 25. REFUSAL TO SUBMIT TO TECH:

- a. Any Driver or car owner that refuses to be tech'd by LSDCC Tech Committee will result in a minimum suspension of 4 races and loss of points to date. Car will not be allowed to compete until the tech is completed.
- b. The length of the suspension will be solely at the discretion of the LSDCC BOD.
- c. All decisions are final and binding; no appeals or changes may be made after the issue is settled. The meeting shall not be conducted on the night in question.



***SPECIFICATIONS:*****26. BODY STYLES:**

- a. Any car specifications not covered in these body specs are subject to LSDCC interpretation. Any significant performance advantage will be addressed on an individual basis. LSDCC reserves the right to determine what constitutes an unfair advantage.
- b. Race car appearance intended to resemble 1928-1948 American-made production vehicles only, 5/8 scale, two-door sedans, coupes, delivery sedans, or pickup trucks. All frames and roll cages, including firewall, doors, and rear section framing, must be fabricated as a single unit frame already forming the actual contour and dimensions of the finished body. Sheet metal, meaning outside skin, must be permanently attached, riveted, Dzus clipped, or spot welded near the outside perimeter of each panel where it meets the roll cage, firewall, or trunk framing. Skin may not bulge or gap open between any attach points.

**27. BODY REQUIREMENTS AND SPECIFICATIONS:**

- a. Body must be 5/8 scale, stock appearing. Maximum outside tire width 60 ", Cars must pass freely through a hoop 61" wide by 52" high, 73" wheelbase plus or minus 1".
- b. Must have grill shell or simulated open radiator matching original body style, NO sheet metal. Front grill slant 20 degrees maximum. Cars will have a stock appearing grill, which shall be constructed of tubular steel or aluminum, and a hood to match radiator size and body style so as not to distract from overall appearance. Radiators shall be contained within the body panels of the car, preferably behind the grill, but may be placed in the rear of the chassis within body work.
- c. Doors, windows, and cowlings must retain stock appearance. Windows must remain open; however, sedan rear side windows may be filled with Lexan, Plexiglass, or sheet metal fastened with Dzus or rivets to match other body panels.
- d. Hood louvers allowed for cooling but must maintain stock contours.
- e. Engine compartment must conform to scale and match contour of body. Hole may be cut for breather clearance only.
- f. Must have closed trunk lid or fully enclosed trunk access panel conforming to original bodylines. Louvers allowed no holes.
- g. No fenders.
- h. No sheet metal or other body panels of any kind forward of the cowl except the hood and grille.

- i. No wings or spoilers. Truck beds may have a 1' lip for structural support of body panels.
- j. Ram air induction system prohibited.
- k. Highest point of car not to exceed 44" from the bottom of the frame rail, 50" from the ground.
- l. No body shall exceed 38" in width, measured at the widest point, usually the rear doorpost. The left rear door post may be "bumped" out on the left side to provide more cockpit area, however must follow the original body line of the roof and lower frame rail and may not exceed 38".
- m. The slope of the roof may not exceed 3 1/2" measured from the highest point in the rear, to the lowest point in the front, just before the cage starts to turn downward nor may the roof or any interior or exterior body panel have more than 8 degrees of angle rake with the following exceptions:
  - i. Older original Pro Sedans with a double pitch roof line. The rear of the roof must meet the 8-degree angle rake.
  - ii. Cars built prior to January 1, 2019 that followed the 8 degree and body height rule.
- n. Body will be metal construction, 26-gauge steel or .040" aluminum minimum. All exposed edges must be folded or trimmed over.
- o. Fiberglass, plastic or sheet metal grill shells not allowed.
- p. All body dimensions will be measured + or -1/2" unless otherwise specified.
- q. Legends cars may be allowed under local rules.
- r. NO open top cars (roadsters, convertibles).
- s. 20" min 27" max - hood height excluding breather protectors (bottom of frame rail to top of hood). Hood may taper out to door panels at the rear. No part of hood panel may have more than 8 degrees of angle rake.

## 28. FIREWALL:

- a. Firewall must be metal and must completely separate engine compartment from cockpit. Engine protruding into cockpit must be enclosed.

## 29. WHEELBASE REQUIREMENTS:

- a. Wheelbase must be 73". Maximum tolerance +/- 1".
- b. Tire width may not exceed 61" measured from the extreme outside edge of the tire. Car must be able to pass through a 61" opening.
- c. The center of the rear axle will be mounted in the center of the body (rear brake drums/rotors +/- 1/2" from frame rails), no offset hubs front or rear.
- d. Offset rims are legal.

- e. Wheel spacers are allowed up to 1”.

### 30. FRAME AND ROLL CAGE:

- a. **Chassis built after January 1, 2019: All lower frame side rails will be a minimum of 1" x 2" rectangular tubing with a minimum of .120" wall. The lower frame rails on the extreme right and left side, may be horizontal or vertical, but must remain continuous from bumper to bumper. Whether laid horizontal or vertical, it must remain that way all through the frame rail.**
- b. **Chassis built prior to January 1, 2019 which contain round tubing in the main frame rails:**
  - i. The 1 x 2 x .120 rectangular tubing frame rails will extend from the front of the engine compartment cross member (meaning at least even with the lower control arm mounts) to the rear of the cab (meaning at least to the cross member at the rear of the seat pan). These frame rails will be placed with the two-inch side vertically and the one-inch side horizontal for their entire length.
  - ii. Right and left frame rails from the rear cross member to the extreme rear of the chassis may be constructed of rectangular or round tubing (must be 1 ¼” x .095 minimum), however must be attached to the cross member and extend beyond the rear of the axle housing at the same horizontal plane as the forward frame rails. No over-slung rear ends.
  - iii. Frame rails rear of the cab must be placed at a width distance which will not allow the left side axle tube to extend below the lowest plane of the 1X2 rectangular main frame rail with the left rear suspension disconnected.
    - 1. IF the rear frame rails are inset from full width, this will be measured by placing a straight edge (1” wide level or 1X2 tubing preferred) on the bottom of the left side 1X2 frame rail, disconnecting the left rear shock, and allowing the rear end to lower. If the axle tube contacts the straight edge, the chassis will be disqualified from competition until the issue is resolved.
  - iv. Right and left frame rails from the front engine compartment cross member to the extreme front of the chassis (the horns) may be constructed of rectangular or round tubing (must be 1 ¼” x .095 minimum), from the front of the engine compartment cross member to the front bumper.
- c. Mainframe will be a minimum of 3 cross members between firewall and back seat fabricated of same material as frame rails. Alternate material may be steel angle, **round, oval, or square with minimum .120 wall thickness.**
- d. Rear frame rails at **door post** must be 38" max outside dimension. Rear roll bar must meet same dimension as the frame it is mounted to. Frame may taper forward of driver seat area. 38” frames may not have a left side bump

out.

- e. **Minimum width of the frame rails rear of the B pillar (door post) is 30" outside to outside.**
- f. Front engine area frame width 24" max and 20" minimum outside dimension.
- g. Left and right frame rails must be the same + or -1/2" throughout the length of the chassis.
- i. **The left side chassis may deviate (offset) from centerline a maximum of 3", however may not exceed 38" total chassis width at the B pillar (door post) only. The left side frame rail must taper from the fire wall to the B pillar and back to original centerline prior to the centerline of the rear axle.**
- h. Frame rails behind the rear cross member may be cut out and dropped a maximum of two inches under the rear axle to provide vertical clearance for the rear axles and must be gusseted with 1X2 frame tubing. This dropout will not violate the rules governing the height of the body or the overall height of the car.
- i. Total overall length of the chassis bumper to bumper may not exceed 124".
- j. **No part of body shall exceed past the rear bumper and the rear bumper shall not exceed 28" behind the center line of the rear end.**
- k. Roll cage must be DOM Steel Minimum 1.25" x .083"(.095 recommended) in all cars manufactured from 12/98 on. Clubs may grandfather older cars with 1" x .065" tubing. Cross or diagonal bracing strongly recommended in hoop over driver's head.
- l. All cars must have cage bars installed across door openings on both sides. Bars should be welded in place as part of roll cage. Minimum size 1"x.065" (1.25" x .095" recommended). Cars with bars mounted on doors should have full doorframe and minimum of 2 horizontal cross bars minimum 1" x .083".
- m. Doors, roof hatches, and windows
  - (1) Chassis must have a minimum of 2 entry/exits consisting of two (2) doors or a left side door and a roof hatch
  - (2) Body must be skinned to match its kind (i.e., 3-window coupe frame must be skinned as a 3- window, not a 5-window).
  - (3) Trucks must have a rear window, no open chassis behind the seat.
  - (4) Right and left door must be operational and allow passage. Right and left door may be shortened to the level of the top of the driveshaft tunnel to allow for exhaust pipe or nerf bar clearance.
  - (5) All doors must be hinged to open. Removable doors will be allowed, if securely fastened in a manner approved by TC, and required, if nerf bars prevent door to fully open.

- (6) Doors must be a structural member of the chassis extending from the A-pillar to the rear door post in length and from the upper most horizontal chassis bar to lowest clearance point (nerf bar or drive shaft tunnel minimum) containing a minimum of 2 horizontal structural members and a minimum 10" vertical height.
  - (7) Door openings must have supports welded to the inside of the doorposts to prevent the door from being pushed into the body upon impact. Door stops minimum 3/16"x 2"x3" or 1/4" x 2" x 2".
  - (8) Roof Hatch may be a hinged structural member of the roof or a sheet metal hinged opening. Sheet metal openings must be properly supported by the chassis roof structure.
  - (9) All door and roof latches must be a positive locking device so as not to open from vibration or upset and must not jam if door is damaged. Latches must be placed high enough on the door to be easily reached from the outside of the car.
- n. It is required to have a steel bar with a minimum size of 1" x .065" from door post to door post, under the dash.
  - o. It is recommended that, if using rivets, body panels attach to tabs welded onto cage instead of drilling multiple holes into cage bars.
  - p. Any bars going from cowl area to snout must remain below the upper line of the hood.
  - q. Pick-ups may have two (2) bars going from upper rear roll cage down to rear clip.

### 31. BUMPER REQUIREMENTS:

- a. Front maximum width 36", Bumper height 6" to 8" with 2-bar loop. Ground to top of bumper: 12" minimum, 16" maximum. Bumper may not extend more than 12" forward of front tires.
- b. Rear maximum width 56" with 3 vertical bars. Bumper height 6" to 8" with 2-bar configuration. Ground to top of bumper: 12" minimum, 18" maximum. May not extend more than 8" behind rear body panels.
- c. Bumpers must be hollow with maximum diameter of 1.25" and wall thickness of .095" and a minimum outside diameter of 1" and wall thickness of .065".
- d. Bumpers may not be welded to the chassis, must be bolted to chassis. No excessive bracing of bumpers.

### 32. NERF BARS:

- a. Full length, 2 horizontal member nerf bars having a minimum of three (3) mounting points between front and rear tires mandatory.
- b. Nerf bars may not extend out beyond tread width more than 1" at the rear only, **but must pass through 61" opening.**
- c. Nerf bars must be hollow with a maximum outside diameter of 1.25" and

.095" maximum thickness and minimum outside diameter of 1" and wall thickness of .065".

### 33. DRIVE TRAIN:

- a. Must use Steel drive shaft from the transmission to automotive rear end. Minimum 2.50" x .083" or 2" x .120"
- b. Drive shaft tunnel must have minimum of three (3) 360-degree hoops between firewall and seat back. Must be fabricated of minimum .1875" x 1.5" Steel Bar. 1" x .095" Steel tube highly recommended.
- c. Rear must be locked or have a solid spool.
- d. No slip spools allowed.
- e. No titanium axles allowed.
- f. Quick change rear differentials are allowed with steel tubes only and the following gear combinations. Gears may not be changed between the heat races and features:

3.78 Ring and Pinion Ratio (Winters Gear Sets 1-5):

4.31

4.20

4.08

3.97

3.89

3.78

3.63

3.48

3.40

3.33

4.11 Ring and Pinion Ratio:

4.29

4.11

3.94

3.89

3.78

3:68

3.62

3.43

3.32

### 34. SUSPENSION:

- a. Front suspension must not extend rearward past the most forward panel of the front firewall.
- b. Rear shocks upper mounts may not protrude outside of the rear body panels and the lower mount may only pass through the rear wheel opening.
- c. Rear trailing arm/Radius rod specifications:
  - i. Arms may have a maximum length of 30"
  - ii. Torque - absorbing devices are not allowed.
  - iii. Maximum 3 radius rods (trailing arms) or 3 link suspension.
  - iv. A single lateral panhard or J bar will be used to maintain rear housing position in chassis of car.
- d. Wheel Offsets are allowed.
- e. Hub Offsets are NOT allowed. Hubs front and rear must be within 1/2" distance from the mainframe rail on either side of car, measured from center of rotor to vertical plane of frame rail.
- f. Shocks must be of steel construction with a maximum 7" stroke, non-adjustable type. Must be readily available to public for purchase. Shocks may not be disassembled, rebuilt, or re-valved during a race event.
- g. No Driver shall have the ability to adjust the suspension from inside the car.
- h. Straight front axles are prohibited.
- i. No Leaf Springs.
- j. Anti-Roll (Sway) bars are not permitted front or rear.
- k. No torsion bar suspension system of any type allowed. No lift bars.
- l. No cantilever or cantilever type device will be permitted in or on any of the race car.
- m. Coil over shocks are the only allowable means of supporting the chassis. One shock and one spring per wheel only. Shock and spring must remain as one unit.

### 35. STEERING:

- a. All steering components must have the safety fasteners such as cotter pins or self-locking nuts.
- b. Manufactured quick release wheel hubs mandatory.
- c. Rack and pinion steering is mandatory.
- d. Steering multipliers and power steering are allowed.

### 36. BRAKES:

- a. Must have working calipers and rotors on both rear wheels and left front wheel positions (3-wheel brakes), 4-wheel brakes recommended.

- b. Steel Rotors mandatory minimum thickness of .250" (1/4")
- c. Steel OEM or aluminum calipers
- d. Cutting and Scalloping of rotors will be allowed.
- e. Drilling and slotting of rotors is allowed.
- f. No surface cracks of any type will be allowed on the feet (mounting tabs) of the rotors.
- g. Adjustable brake bias front to rear is allowed.
- h. Shut-off valve is allowed to deactivate front right brake only and may be manually or electrically controlled from the cockpit
- i. Competition type master cylinders allowed.

### 37. BATTERY AND FUEL SYSTEMS:

- a. Battery and fuel pump must be mounted outside driver compartment.
- b. Battery must be secure and held with non-rubber strap.
- c. A direct manual battery cut off switch wired to ground circuit will be installed on the right rear shelf or rear firewall. Switch will be located to the right shoulder of the driver. The emergency electrical cut off switch will be clearly located and marked.
- d. Fuel tank must be of metal construction or an approved fuel cell not to exceed 5- gallon capacity.
  - i. Fuel cell safety foam is recommended.
  - ii. Electric or mechanical fuel pumps only. No pressurized fuel tanks.
  - iii. Tank must be vented in such a manner as to not leak fuel in any position.
  - iv. Non-fuel leaking cap is required.
  - v. Fuel Cell must have 'Safety Flapper Valve, or "aircraft type" positive locking cap, and roll over vent valve.
  - vi. Fuel tank filler necks may not extend beyond either side of bodyline and must be mounted behind driver, meaning behind the driver's compartment and inside the outer frame and cage structure.
- e. There must be a complete firewall between the driver and fuel tank.
- f. Gasoline only, no fuel additives allowed, according to local preference.
- g. Reinforced or steel braided line must be used on all high-pressure areas.

### 38. WEIGHT REQUIREMENTS:

- a. No car shall weigh less than 1240 pounds with driver at any time.
- b. All ballast must be securely bolted with a minimum of two (2) 3/8" bolts, welded inside of chassis, or mounted with properly designed chassis tubing weight clamps and extend no lower than the frame rails.
- c. No ballast will be mounted outside of the body or frame.



- d. Ballast must be painted white.
- e. The weight program will be monitored for parity and competitiveness and may be changed at the discretion of the LSDCC directors.

### 39. WINDSHIELD:

- a. Windshield must be wire mesh or protection bars. No Glass. All other cockpit areas must remain open. Deflectors may be used in front of driver. May be no wider than roll bar area.

### 40. SEAT:

- a. Seat must be high-backed aluminum, racing type.
- b. All cars will have a permanent bar located behind top of seat at shoulder level. Bottom of seat will not be more than 68" back measured from upper ball joint.
- c. Seat may be tilted back for added driver head clearance; however, no portion of the seat may be back more than 70" as measured above.
- d. Seat pan must be welded in place, minimum 14-gauge steel.
- e. A full containment aluminum racing seat is highly recommended.

### 41. NUMBERS AND GRAPHICS:

- a. Car number must be minimum 12" in height and 2" stroke. Must be displayed on each door and roof or trunk.
- b. Numbers in 4" size should be on front and rear of car to help with line-ups.
- c. Numbers must be approved by the LSDCC BOD in order to insure no duplications.
- d. All cars must carry the word "DWARF CAR". These words must be at least 2" high and must be on the body skin in plain sight.
- e. Hood will be clearly marked with engine manufacturer, cc displacement, and minimum weight as outlined.
- f. Other graphics such as sponsor stickers, club logos, etc. may be required, but will be provided by LSDCC
- g. No duct tape numbers on cars.

### 42. WHEELS AND TIRES:

- a. Steel wheels only. Wheel diameter is limited to 13" only with rim width of 8" maximum. **7" max for WSDCA events.**
- b. Good year Racing tires (G-23 with a G50 compound)-allowed.
- c. Hoosier STARS Mediums or HTWD stamped 205/60-13's, 215/60-13's, & 235/60-13's required. Hoosier 23/7.0-13 allowed on fronts only.
- d. All tires must durometer 45 or above within 10 minutes from the finish

of the race. Tread may be grooved in any manner. Tire must not be altered in size. Tires may not be shaved or cambered.

- e. LSDCC durometer will be considered the official durometer to determine softness of compound.
- f. Bead lock rims are allowed.
- g. Dirt slinger rings, wheel foam, and covers allowed on all wheels.

### ***ENGINE SPECIFICATIONS:***

#### **43. "GENERAL MOTOR" SPECIFICATIONS:**

- a. Four cycle, four cylinders maximum only. Must have working transmission, clutch, and starter with all parts in place. Complete clutch assembly must remain in engine. External reverse boxes allowed. No air controlled shifting devices.
- b. Ignition System
  - i. OEM stock ignition systems only. Power commanders or TFI may not be used.
  - ii. Ignition components added will not be permitted.
  - iii. Wiring harnesses must be left exposed for easy inspection.
- c. Charging system optional. Battery powered ignition system only. Alternator cover allowed.
- d. No auxiliary starters.
- e. Engines must be front mounted in engine compartment.
- f. Engine setback: The "square of the engine" (rear fins of the jugs) may not extend rearward more than 17" from the center of front spindle. No part of the engine or transmission may extend rearward more than 21 inches from center of front spindle.
- g. No aftermarket fuel injection and no turbos. No nitro or nitrous oxide. OEM fuel injection must remain stock.
- h. Engine must be cooled by original intent. May use extra fan or oil cooler.
- i. Aftermarket oil pans permitted.
- j. Engine exhaust must include muffler and exit rearward. All muffler devices must include baffles.
- k. **MUFFLER MUST MEET LOCAL TRACK REGULATIONS, (IF MANDATORY)**

44.\*\* With the interest of keeping an affordable and competitive racing association, the following engines will be illegal; BMW, and the Kawasaki ZX1200 *I* ZRX1200 family of motors.

#### 45. INJECTED MOTOR SPECIFICATIONS:

- a. 1000cc max. the following will be the accepted manufacturers and maximum year models: The Kawasaki ZX-10, Suzuki GSXR 1000, Honda CBR 1000RR, and Yamaha R1-Year model 2014 and older are permitted in specific.
- b. Must remain stock bore and stroke, stock rods, pistons, and cams.
- c. All head components must remain stock. Cams must be stock as per original equipment manufacturer (OEM) and must meet specs as per manufacturer.
- d. ONLY OEM stock ignition system with OEM ECU box may be used. No aftermarket fuel monitoring control devices allowed (i.e. TFI, Power Commanders, and etc.)
- e. Engine must retain its stock fuel injection system.
- f. May run aftermarket air filters/headers.
- g. **Factory supplied air boxes and/or aftermarket air filters may be used with any velocity stack.**
- h. Fuel injection casting part lines must be visible upon inspection. Intake port area may be altered to match intake boot. Alterations not to exceed 3/8" into intake port.
- i. Secondary butterflies may be removed.
- j. Adjustable aftermarket cam sprockets allowed.
- k. The intent is for all injected motors to remain stock.

#### 46. CARBURETED MOTOR SPECIFICATIONS:

- a. 1200cc (+1%) Maximum
- b. No engine can be modified to be less than original stock configuration OEM specifications.
- c. Must be in production for at least 2 years.
- d. Aftermarket electronic engine components allowed. i.e. dyna
- e. Carburetors and cams optional.
- f. Porting, grinding, polishing or changing stock configuration of intake or exhaust ports are not allowed.
- g. Carburetor boot must fasten directly to head in the stock intake port location
- h. Header must attach directly to head in stock exhaust port location
- i. Oiling system may not include a dry sump system.
- j. Motor must have been intended to run carbs, no converted EFI engines

#### 47. ENGINE TECH PROCEDURES:

- a. Cylinder cranking compression- minimum 100p.s.i., Maximum 220 p.s.i. per cylinder average of 4 cylinders, no variance, measured with a Snap-On compression gauge, part number EEPV303A, with adapters EEPV304A, EEPV306A or MT26J200, after ten (10) compression revolutions of cranking, 15- 45 minutes following feature event.
- b. Carburetors or Fuel Injection and all four (4) spark plugs must be removed before checking compression.
- c. Engines WILL BE pre-tech'd and may be sealed at the pre-season tech inspection. If seal is broken or missing, it is the duty of the owner to notify the BOD prior to a race. If a seal is found broken or missing in post-race tech, it will result in automatic DQ for the entire race event.

#### 48. SAFETY EQUIPMENT:

- a. All cars must have an SFI tagged type of five-point racing harness equipped with a quick release buckle. SFI date tag must be attached, and clearly readable. Both ends must be fastened to the frame of the car with grade 8 bolts or better of not less than 3/8" diameter. All seat belts should be installed per the manufacturer's recommended installation instructions. SFI states that all restraints must be replaced after 2 years from date – any competitor using restraints beyond SFI rule, does so at their own risk, and neither the inspector, nor the Sanctioning Body shall be held liable for any failure or for any losses, injuries or death resulting from use beyond the SFI rule.
- b. SFI approved racing type helmets with a Snell SA 2000 rating designed for auto racing are to be used. No exceptions.
- c. All cars must have an approved quick release, removable steering wheel.
- d. All cars are required to have a fire extinguisher, or fire bottle system (highly recommended), with activation switch/knob, mounted inside of the car within easy reach of the driver. It is required that drivers have a minimum 2-pound fire extinguisher in their pit area.
- e. No radiator or oil coolers will be mounted in the driver compartment.
- f. All drivers must wear an SFI approved driving suit. Single layer (SFI/1 - 3 seconds of protection) fire suit minimum; Multi-layer (SFI/5 - 9 seconds of protection) highly recommended. Other required items are gloves (SFI/5 recommended) and shoes.
- g. Window nets, arm restraints and head and neck restraints **HIGHLY** recommended.
- h. Other minimum requirements may be required by track management.

***RACERS' CODE OF CONDUCT:*****49. DISCIPLINE:**

- a. All drivers entering a LSDCC event shall be subject to discipline for any violation of the rules and regulations, violation of the racer's Code of Conduct, or the failure to obey the directives and decisions of LSDCC Directors or extensions.
- b. LSDCC Directors shall have the sole right to determine whether a driver or other person shall be subject to discipline.
- c. Whether a person is subject to discipline shall be a matter entrusted to the discretion of the LSDCC Directors.
- d. Unless the rules of LSDCC Club establish a specific penalty for any transgression, the nature and amount of the discipline imposed shall be within the sole discretion of the LSDCC Directors.
- e. LSDCC Directors may impose any of the following forms of discipline, singly or cumulatively:
  - i. Disqualification from the event
  - ii. Forfeiture of points for the event or the season to date
  - iii. Forfeiture of purse money or contingency money
  - iv. Forfeiture of points, if any
  - v. Imposition of a fine
  - vi. Suspension from one or more future events
  - vii. Lifetime ban from all LSDCC events.
- f. LSDCC shall keep a record of all discipline imposed. Persons subject to progressive discipline shall suffer a greater penalty for the second and each subsequent offense.
  - i. For example, if a driver is fined \$100.00 for the first offense, the second offense may result in a fine of \$200.00, and the third offense may result in a fine of \$300.00. Monetary progressive discipline, however, shall not carry over to the following season.
- g. All suspensions must be fully served. Cancelled events do not count against the suspension.
  - i. If a driver is suspended for two (2) events and the next race is cancelled due to inclement weather, the suspension continues in effect until fully served.
  - ii. Any suspension imposed shall carry over to the following season until fully served. If a driver is given a three (3) race suspension but only two events remain on the schedule, the suspension will still be in effect at the first event of the following season.

- h. The decisions of LSDCC Directors regarding discipline shall not be subject to protest or litigation.

#### 50. NOT LAW ENFORCEMENT:

- a. While LSDCC has the right to impose discipline for any misconduct that is in violation of any law such as assault, terroristic threats, public intoxication or illegal drug use, the LSDCC Directors are not responsible for law enforcement or investigation. Rather, investigation and prosecution shall be at the responsibility of law enforcement officials and/or speedway security. LSDCC Directors shall cooperate whenever practicable but are not bound by any decision of law enforcement and/or security to undertake or to decline an investigation or prosecution.

#### 51. PROTESTS OR COMPLAINTS:

- a. All issues needing to be addressed by LSDCC Directors due to infractions or other shall be written and turned in to the LSDCC Directors prior to leaving the event in which the issue occurred on a complaint form provided by the LSDCC Directors. The forms will be readily available at all LSDCC sanctioned events. The incident will need to be fully outlined in the complaint form in order to make an accurate and formable decision to correct the issue.
- b. Outbursts of inappropriate behavior will not be tolerated in the pits, between race teams, driver to driver or to pit crew members.
- c. Any issue brought to the directors in the form of a complaint form will be reviewed and no decision will be made at the time of the incident. The review process will be handled with the utmost sense of urgency.

#### 52. DRIVERS RESPONSIBILITY:

- a. The drivers shall be responsible, at all times, for the behavior of the owner of the car and all pit crew and discipline may be imposed upon the driver for any car owner's or pit crew member's violation of the rules and regulations; violation of the racer's Code of Conduct; or the failure to obey the directives and decisions of the LSDCC Directors. However, LSDCC may impose discipline upon the offending car owner or pit crew member; as LSDCC Directors deem appropriate in their sole discretion.

#### 53. GOOD CONDUCT REQUIRED:

- a. All drivers, car owners and pit crew members shall at all times conduct themselves in a manner that reflects favorably upon the sport and the

LSDCC Club. Any Failure to adhere to this rule may result in the imposition of discipline, in the sole discretion of the LSDCC directors.

#### 54. MEDIA RELATIONS:

- a. LSDCC recognizes and endorses the efforts of the racing media to promote DWARF CAR racing and other forms of motorsports. Any driver refusing to participate in an on track interview at the end of the event, any post-race interview arranged by LSDCC or any post-race press conference shall be subject to discipline, including but not limited to imposition of a fine that shall be equal to or greater than the drivers winnings.

#### 55. PUBLIC MEDIA:

- a. LSDCC recognizes and endorses the efforts of the multiple multimedia sites available to promote or communicate for entertainment or promotion of the club. LSDCC will not tolerate a Driver, Crew Member or car owner engaging in inappropriate behavior and will not condone Slander to club members or the club itself. This will be considered inappropriate behavior and could result in suspension or ban from the club.

#### 56. ROUGH DRIVING:

- a. It is the policy of LSDCC to provide good, clean, competitive racing. Any driver, in the opinion of the LSDCC directors & club, charged with rough driving (overly aggressive driving) will be subject to discipline, which may include a fine, forfeiture of points, and/or suspension. Repeat offenders shall be subject to progressive discipline (which may include a lifetime ban). This rule against rough driving applies to both on track incidents and those which occur in the pits. LSDCC strongly disapproves of rough driving because it presents hazard for drivers, spectators, and others; because it is detrimental to the sport; and because it interferes with the presentation of a professionally staged entertainment program suitable for the entire family.

#### 57. NO UNSPORTSMAN LIKE CONDUCT:

- a. No driver shall engage in any unsportsmanlike conduct. LSDCC Directors have the sole discretion to determine what constitutes unsportsmanlike conduct.

#### 58. PAYOUT AND CONTINGENCY MONEY:

- a. The payouts for any given track vary. The track money will be paid to the driver after the heat race is completed and a minimum of 5 laps are completed in the feature.
- b. Contingency money (which is paid to us from our sponsors) will be received by the car owner at the end of the season based on scheduled race attendance:
  - i. Drivers who compete in 80% or more of scheduled races shall receive 100% of

- eligible contingency payout. (i.e. must compete in 20 of 25 scheduled)
- ii. Drivers who compete in 70-80% of scheduled races shall receive 75% of eligible contingency payout. (i.e. must compete in 17 of 25 scheduled)
  - iii. Drivers who compete in 50-70% of scheduled races shall receive 50% of eligible contingency payout. (i.e. must compete in 13 of 25 scheduled)
  - iv. Drivers who compete in less than 50% of scheduled races will not be eligible for contingency payout.
  - v. Rain outs will not be calculated as a scheduled event.