



# Dwarf Car Racing Series of Texas, LLC

## (DCRST) Rules for 2012

For more information about DCRST,  
Please visit [www.DCRST.com](http://www.DCRST.com)

### TABLE OF CONTENTS

|   |  |
|---|--|
| <p><a href="#"><u>Disclaimer</u></a><br/><a href="#"><u>Spirit and Intent</u></a><br/><a href="#"><u>Governing Body</u></a><br/><a href="#"><u>Competition Rules</u></a></p> <p><a href="#"><u>Purpose (1-2)</u></a><br/><a href="#"><u>Club Membership (3-4)</u></a><br/><a href="#"><u>Financial Items (5-9)</u></a><br/><a href="#"><u>Special Events (10-12)</u></a><br/><a href="#"><u>Season Championship Points (13-19)</u></a></p> <p><a href="#"><u>General Rules (20-33)</u></a><br/><a href="#"><u>Technical Regulations (34-43)</u></a><br/><a href="#"><u>Race Line-up Procedures (44-49)</u></a><br/><a href="#"><u>Tech Inspection (50-51)</u></a><br/><a href="#"><u>Body Requirements (52-67)</u></a><br/><a href="#"><u>Frame and Roll Cage(68)</u></a><br/><a href="#"><u>Nerf Bar (69)</u></a><br/><a href="#"><u>Front and Rear Bumper (70-71)</u></a><br/><a href="#"><u>Suspension (72-76)</u></a><br/><a href="#"><u>Shocks (77-79)</u></a><br/><a href="#"><u>Engine (80-87)</u></a><br/><a href="#"><u>Header and Muffler (88-90)</u></a></p> | <p><a href="#"><u>Electrical (91-93)</u></a><br/><a href="#"><u>Fuel (94)</u></a><br/><a href="#"><u>Fuel Cell (95-96)</u></a><br/><a href="#"><u>Drive System (97-99)</u></a><br/><a href="#"><u>Brakes (100)</u></a><br/><a href="#"><u>Wheelbase (101-103)</u></a><br/><a href="#"><u>Seat (104-105)</u></a><br/><a href="#"><u>Tires and Wheels (106-107)</u></a><br/><a href="#"><u>Weight (108-109)</u></a><br/><a href="#"><u>Safety (110-115)</u></a><br/><a href="#"><u>Markings (116-122)</u></a><br/><a href="#"><u>Appeal of Penalties (123)</u></a></p> |
|---|--|

## **DISCLAIMER**

These rules shall govern all DCRST events and, by participation in these events, all entrants are deemed to have understood and complied with these rules. An acknowledgment of receipt of a copy of these rules must be signed by every driver, and by signing, agrees to comply with all provisions. No express or implied warranty of safety shall result from publication of, or compliance with, these rules and 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 participants, spectators, or others.

## **SPIRIT & INTENT**

Guidelines offered in this publication are subject to the term “spirit and intent” and apply to the technical aspects of Dwarf Car racing as well as to the actions of competitors, drivers and crewmembers. It is expected that all participants will adhere to the spirit and intent of these rules at our events. These rules are guidelines for fair and competitive competition. If you are contemplating a technical undertaking that is not directly addressed in these rules, please contact a Competition Committee member.

## **GOVERNING BODY**

The DCRST is registered in the State of Texas as an LLC.

The Original Manager of this LLC is: Arden Vikre

Three Managers will be elected by majority vote of the Members, at the First Annual Meeting and the term will run one calendar year.

The managers may appoint a Secretary, and Treasurer. Any of the Managers shown above, may also hold either of these offices.

A three member Competition Committee will enforce all competition rules, not governed by individual track management. This Competition Committee will be elected annually, by the Members, and the term will run one calendar year. Managers cannot be members of this committee.

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 DCRST member, appointed by the Managers.

## **COMPETITION RULES**

DCRST has the right to change, add, delete, or modify in any way any of these rules. Officials, Officers and CC, by majority vote, have the authority to disqualify any entry they believe has violated either the spirit or the intent of the rules, or do any actions detrimental to Dwarf Car Racing.

### ***PURPOSE***

1. The DCRST, LLC intends to operate for the financial benefit of the Membership, and Licensed drivers.
2. It is the intent of the DCRST, LLC to payout all non-essential, remaining funds at the end of the season to current Members of that season.

### ***CLUB MEMBERSHIP***

3. Each Car Owner will pay \$100 Annual Membership Dues to register one car, and \$100 for any additional car registered. Dues are payable to the DCRST by March 1st of each year. If dues are not paid by March 1st, the previously used number will become available to another owner. Memberships will be on calendar year.
4. Annual membership dues paid after March 1st are \$120 to register one car, and \$100 for any additional car registered

### ***FINANCIAL ITEMS***

5. All purse payouts will be paid at the end of the season to Car Owners.
6. The DCRST Treasurer will deposit all Membership Dues, Driver License Fees, Sponsor Fees, Track Purses, and any other income, in the General Fund.
7. Financial Reports will be provided to all Members on a bi-monthly basis, or more often, as required.
8. At the end of the season, when all expenses have been paid, any year end trophies/awards are purchased, and a \$200 balance is retained for off season expenses is deducted, all remaining monies will be divided in the following manner: Number of cars at each race, added together, and divided into money available, with that average amount being paid to each Member, times the total number of race events entered per car.
9. Fees may be adjusted in subsequent seasons, as approved by Members of the LLC.

## ***SPECIAL EVENTS***

10. In the event that the DCRST holds a Special race event(s), and another Club(s) is invited to participate, the Membership Dues may be waived for visiting cars, at the discretion of the Management of DCRST.
11. In the event that the DCRST holds a Special race event(s), points will not be awarded to invited guests.
12. In the event that the DCRST holds a Special race event(s), the Temporary DCRST Drivers License requirement, or Membership Dues requirement, will not be enforced for those holding a valid license/membership from the visiting organization. The visiting driver will not receive any Season Championship points.

## ***SEASON CHAMPIONSHIP POINTS***

13. Each driver will be required to pay \$50 each year for an annual DCRST license.
14. Only drivers holding 'Annual' licenses are eligible to receive Season Championship points.
15. A 'guest' driver, approved by the Competition Committee, who is not a member of another Dwarf Car Organization, will be required to purchase a temporary DCRST license for \$25/event, to sign a 'liability waiver', and an agreement to abide by all rules set forth in the DCRST rule book. A 'guest' driver will not receive any Season Championship Points. A car will be allowed to participate in one event, as a guest, without Membership Dues being paid. Annual Membership dues must be paid before participating in a second race event.
16. If a car and driver that are members in good standing of another Dwarf Car Organization, are invited to race with DCRST by the Members, a 2 race 'grace period' will be granted. These invited guest drivers will be required to sign a 'Liability Waiver', and agree to abide by all current rules of DCRST, other than those waived by the Competition Committee.
17. Points will not be counted while a driver holds a temporary license, and will not be calculated and added to a drivers total points, even if that driver subsequently purchases an Annual License.
18. "Rookie of the Year" shall be determined by the rookie with the most total points at the end of the season. A rookie shall be any driver who has not raced in more than five (5) DCRST points races in any previous season. Drivers who have prior oval track racing experience are not eligible for "Rookie of the Year" consideration.
19. Race results and Point Standings will be posted weekly on web site.

## ***GENERAL RULES***

20. DCRST race rules shall apply at all DCRST Sanctioned events. Rules may allow some deviation in the event there are 'invitational' races including other organizations' cars.
21. Any type of traction control is illegal in any DCRST event. Any car to be found with traction control will be disqualified; the driver / owner will be suspended for 1 year from DCRST competition, and assessed a \$500 fine.
22. Track officials, Technical inspectors, Officers and the CC (Competition Committee) shall have responsibility for rules and regulation enforcement at DCRST events. At the discretion of track official(s) in charge, a competitor may be disqualified for rule violations, hazardous equipment, or hazardous actions.
23. All DCRST race vehicles are subject to technical inspection at any time.
24. Approval of a Dwarf Car by the Tech 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 vehicle is guaranteed mechanically sound. Be it further declared that neither the inspector, nor the Sanctioning Body shall be held liable for any mechanical failure or for any losses, injuries or death resulting from same.
25. Any un-sportsmanlike conduct by drivers, owners, pit crews, or guests, shall be grounds for punitive action by the DCRST Managers or CC (Competition Committee). Drivers are responsible for the conduct and actions of their crew members and Guests.
  - a. Host track officials will be responsible for imposing penalties due to actions during on-track, green flag conditions. All host track decisions are absolute and final. No additional punishment by CC or Managers will occur.
  - b. The CC will be responsible for reviewing actions and imposing penalties for acts committed on-track during yellow flag conditions.
  - c. DCRST Managers will be responsible for reviewing actions and imposing penalties for "pit area" (off track) incidents.

d. Penalties imposed by CC or Managers will be as follows:

- i. 1st offence – Event DQ, “0” Points for event, and forfeiture of event purse.
- ii. 2nd offence – Event DQ, “0” Points for event, forfeiture of event purse, and suspension of DCRST license for the next 8 DCRST sanctioned official points races.
- iii. 3rd offence – Event DQ, “0” Points for event, forfeiture of event purse, and suspension of DCRST license for a period of 1 calendar year from date decision is rendered. After one calendar year the driver must apply for reinstatement, in writing, with DCRST Managers. DCRST Managers will bring the matter for a vote before the current members with a majority rule.
- iv. 4th offence – Event DQ, “0” Points for event, forfeiture of event purse, lifetime ban/cancellation of DCRST driver’s license. No opportunity for reinstatement shall be offered.

- 25A. “Sportsman of the Year” award: Winner will be determined by attitude, dedication to the sport, and overall sportsmanship shown to DCRST and fans. Eligible drivers must have competed in at least 75% of completed race events. Any driver who has received any un-sportsmanship like conduct punitive action is not eligible. A secret ballot will be held near the end of each season. Each registered DRIVER is entitled to one voter. Non-drivers will not participate in this vote.
26. Consumption of alcoholic beverages is prohibited before or during a DCRST event by any driver or crewmember. Use, distribution, or sale of illegal drugs at ANY TIME shall be cause for immediate, indefinite suspension. You may also be subject to a fine of no less than \$50 or more than \$500.
27. The minimum age to participate in a DCRST sanctioned event is 16 years of age. A special exemption to this rule may be made for drivers 13 years old or older with demonstrated experience and approval to compete by the competition committee, unless track rules otherwise. NOTE: The DCRST or its official may require participant to undergo physical examination before said individual is allowed to compete in DCRST event).

## 28. POINT STRUCTURE

| Heat Races     | Main Event      |                 |
|----------------|-----------------|-----------------|
| 1st....20 pts. | 1st.....60 pts. | 13th...27 pts.  |
| 2nd...18 pts.  | 2nd....57 pts.  | 14th...25 pts.  |
| 3rd....16 pts. | 3rd.....54 pts. | 15th...23 pts.  |
| 4th....14 pts. | 4th.....51 pts. | 16th...21 pts.  |
| 5th....12 pts. | 5th.....48 pts. | 17th...19 pts.  |
| 6th....10 pts. | 6th.....45 pts. | 18th...17 pts.  |
| 7th.....8 pts. | 7th.....42 pts. | 19th...15 pts.  |
| 8th.....6 pts. | 8th.....39 pts. | 20th...13 pts.  |
| 9th.....4 pts. | 9th.....36 pts. | 21st...11 pts.  |
| 10th...2 pts.  | 10th...33 pts.  | 22nd...9 pts.   |
| 11th...1 pt.   | 11th...31 pts.  | 21st.....7 pts. |
| 12th...1 pt.   | 12th...29 pts.  | 24th.....5 pts. |

29. In the event a race night is cancelled due to weather, or other reason, it will not be re-scheduled as a 'point race'. If a race is cancelled due to weather, after the heat races are completed, but before the feature race, heat points will be counted as finished. Feature points will be awarded as the average of all points, rounded to the nearest whole number that would have been awarded, relative to the number of cars entered that night.
30. Purse money will be distributed as part of the normal payout manner for exhibition races.
31. In the event that the DCRST schedules a total of 15 to 19 'point' races in a season, two low points 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 that the DCRST schedules 20 or more programs, the number of low point nights that can be dropped escalates to three. In the event a car is disqualified for rules infractions, and receives "0" points for the event, that race event will not count as a 'dropped' race. Prior to the fourth to last scheduled event of the season, the points for each driver will be tallied with the "drop your lowest points" in effect. At that point the points will be locked. No races out of the last four of the scheduled races may be dropped.
32. In the event a race is cancelled, and re-scheduled by the track, DCRST could also re-schedule the race, but it would be an 'exhibition' race. If other races are added to the schedule, after season schedule is finalized at the start of the season, those would also be 'exhibition' races.
33. All car owners and drivers are **REQUIRED** to fill out the necessary information forms, sign an acknowledgement of receipt of the rule book, an agreement to abide by all rules set forth in the rule book, and related waivers prior to competing in an DCRST event.

## ***TECHNICAL REGULATIONS***

34. At the beginning of race night, all cars must have all body parts intact.
35. One way radio/scanner is required by DCRST drivers to assist with safety and re-starts. Radio/scanner must monitor designated frequency for the host track/official DCRST spotter, whichever may apply. NO RADIO communications allowed from anyone except official track management or official DCRST spotter. ABSOLUTELY NO electronic communications allowed by any driver. 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. No rear viewing devices of any kind are allowed on the driver or in his/her car.
36. DCRST will require AMB (or 100% compatible) transponders to be used for race scoring at Thunderhill Raceway, Shady Oaks Speedway, and Corpus Christi Speedway beginning in 2009. 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 AMB 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 11 inches behind the surface of the main tube of rear axel.
37. At each race event, the competition committee may inspect all cars, for various items, to be determined by drawing, in the time period between the Heat and Feature Races, if time permits.
38. Tires will be checked for a minimum reading of 55 points on the durometer at any time. Tread Depth – When the top of the wear-bar indicator appears at 2 places in a row on the tire (side-by-side, or in the same groove, i.e. outside groove), that tire will be destroyed. If the wear bar is cut or tampered with, that tire shall be immediately destroyed (regardless of tread depth), and a race night disqualification will be applied.
39. Where scales are available, car will be weighed, minimum weight of 1000 pounds without driver and 1300 pounds with driver. All ballast must be securely fastened to car. Tech inspector may remove dirt or clay.
40. Rear weight percentage shall not be greater than 57% with driver.
41. If a cars' weight is light, the car will be pushed off the scales and the scales reset, then the car will be re-weighed.

42. The DCRST Tech official may check any car or driver for compliance of any rule at any time; prior tech examination does not imply acceptance of rules infractions.
43. The DCRST Competition Committee, Officers or Tech Officials will not be responsible for officiating at a DCRST race. Track officials will rule on the finishing order, yellow flag enforcement, and jump starting, etc. Track decisions are final.

### ***RACE LINE-UP PROCEDURES***

44. Heat races will be lined up according to experience – least experienced drivers in first heat, medium experienced drivers in second heat (if 3 heats), and most experienced drivers in last heat. The line up will be inverted by average points. The first night of each season, all drivers will draw for positions in respective heats.
45. Entire field will be lined up by point average, inverted (highest in back, lowest on pole). Except, when tracks have Transponder system, after heat races are completed, or practice times, if heat races are not run, speeds will be reviewed, and any car(s) not achieving lap times within 1.5 seconds of the fastest time posted, will start in the rear of that night's feature. If more than 1 car in this category, they will start straight up by times. The first night of each season, all drivers will draw for feature line-up. If a driver misses (2) consecutive completed scheduled races, they will start in the rear of all races that night.
46. A new driver that does not have a Point Average shall be lined up at the rear of the field of cars in Heat and Main Event, until an average is established, except first night of season.
47. Rookies will start at the back of 1st heat, for 3 race nights minimum, and until the Competition Committee determines they are experienced enough to start safely in position in their heat as determined by point average. Rookies will start in the back of Feature Events for a minimum of 6 races, or until the Competition Committee determines they are experienced enough to start safely in position determined by regular procedures. A driver may request to start at the back. Any driver 'spinning out', all alone, 3 times in any race, must pull to the infield for the remainder of that race.
48. There will be an attempt to limit the Feature to a maximum of twenty-four cars, unless the track or club rules otherwise.
49. If a driver does not attend pre-race driver's meeting, that driver will start at the rear of the Heat and Feature races for that event. Driver's meeting time will be posted on pit area line-up board.

## ***TECH INSPECTION***

50. The top 1/3, up to five (5) finishers in the Main Event must go directly to the tech area/scales. Common sense will be applied to a time limit. The tech inspector may disqualify any car for not meeting the DCRST requirements. Any disqualification must be clarified by Competition Committee. The CC will have the 2nd, 3rd, and 4th place drivers draw at the end of the feature race, to determine what items will be checked that night. The CC will determine a list of items at the beginning of the season, and may add or delete items at any time. Each item will have a corresponding number to match the numbers drawn.
51. If illegal parts or infractions that give a clear competitive advantage are found at any time during race night, the car and driver are disqualified and subject to penalties. Should the infraction be determined by the competition committee, the committee will inform the car owner and/or driver of the time frame they have to remedy the infraction.

## ***BODY REQUIREMENTS***

52. Car or Pickup Truck body will be of 1928 or 1948 production model American Vintage, coupe, sedan or pickup truck. 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 or spot welded with no more than 12" between attach points located 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.
53. No open top cars such as roadsters or convertibles. No convertible bodies with fabricated hard top or "T" tops. **MUST BE REPLICA OF FACTORY STOCK BODY.** If a car builder or owner or driver is questioned about the body style and stock appearance requirements of his or her dwarf car or dwarf pickup truck, he or she must produce to the Tech Official a diagram, photograph, or specifications of a 1928 to 1948 American Vintage coupe, sedan, or pickup truck demonstrating their intent to follow the rules as to body style and stock appearance requirements. Must have full roof of metal construction. Roof may have a slope of four degree aximum. Dzus fastened bodies are allowed. All roll cage bracing must be left intact permanently (welded). Enter and exit by door only.
54. No foreign makes allowed. Panels, station wagons or Woody's will be allowed, on an individual basis, if approved by Competition Committee. Only closed top, meaning hardtop, American Vintage passenger cars, pickup trucks, and other approved body styles allowed.

55. Body will be of all metal construction. All Tubing must have a minimum of .065" wall thickness. No fiberglass, plastic, nylon, carbon fiber, etc. No aluminum for frames or roll cages. Outer skins shall be a minimum of 26-gauge steel or aluminum. Firewalls between engine and driver's compartment, and trunk area and driver's compartment are mandatory. Must be complete firewalls, separating engine and trunk compartments from driver's compartment. Minimum thickness of front firewall is .050".
56. No fenders front or rear. No sheet metal or other body panels of any kind forward of the cowl except the hood and grille.
57. Doors and windows must remain in stock appearance and location. 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). 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. Windows and doors must be near exact scaled size, shape, and location. All doors must be hinged as to open in the same manner as original factory model of its kind, except rear access panel on models with no trunk door. All access panels must conform to or match body style. Removable doors will be allowed, if securely fastened in a manner approved by Competition Committee, and required, if nerf bars prevent door to fully open.
58. All inside suspension mounts must be shielded from the driver compartment. No sharp edges or protruding objects shall be allowed inside the driver's compartment. All cut and free standing edges of the sheet metal must be folded or covered with a molding such as all four edges of the door skin and all of the window openings. This does not include the front and rear edges of the hood or trunk door or the rear access panels. No sharp objects inside or outside of the car. Right and left door must have at least two bars minimum of .065" x .750" OD tubing welded through the midsection of the doorframe. The bar supporting the driveshaft tunnel may count as one of these bars but only on the driveshaft side.
59. Door openings must have supports welded to the inside of the front and rear doorposts to prevent the door from being pushed into the body upon impact. Door stops minimum 3/16"x 2"x3".
60. Front frame loop may be installed but cannot be any higher than where it exits to cowl to front of frame including shock mounts or any other suspension parts.
61. Each car will have grill shell and simulated original grill matching its body style. Cars will have a stock appearing grill, which should be constructed of steel or fiberglass, and a hood to match radiator size and body style so as not to distract from overall appearance. Functional radiator may be mounted in trunk area.
62. All door 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 so as to be easily reached from the outside of the car.

63. Hood must be fastened securely by spring latch, rubber latch, nut and bolt or dzus fasteners. No self-tapping screws allowed anywhere, on any car.
64. No body shall be over 40" tall from bottom of outer edge to extreme top, including the frame rail. No body shall be over 48" tall from ground up to extreme top. Loaded or unloaded, with or without driver, the car must be within these measurements at all times.
65. No body shall exceed 38" in width, measured at the widest point, usually the rear doorpost.
66. Engine compartment must conform to scale of body length and must match contour of body where it meets the right and left side body panels. Firewall or cowling outer skin must be stock appearing in size and shape; only inner panel may be altered.
67. No glass of any kind will be permitted. A ½" square mesh windscreen or approved vertical steel bars is required in place of windshield only. On asphalt tracks, lexan of suitable quality may be used. No filling of side windows with lexan or any other materials. Front side windows may contain a net. No aerodynamic aids such as wings, spoilers, air dams, or side windows are allowed in any form.

### ***FRAME & ROLL CAGE REQUIREMENTS***

68. The 1 x 2 x .120 rectangular tubing frame rails will extend from the extreme front of the car meaning at least even with the grille to the extreme rear of the car meaning at least 2 inches behind the last portion of the body or trunk. These frame rails will be placed with the two inch side vertically and the one inch side horizontal for their entire length. Right and left frame rails may be cut out and dropped a maximum of two inches under the rear axle to provide vertical clearance for the rear axles. This cutout must be no longer than necessary to provide clearance. This cutout will not violate the rules governing the height of the body or the overall height of the car. The same frame rails may also be looped up and over the rear axles but must conform to the overall length and size requirements. No round, oval, or square tubing in lower side main frame rails. There will be a minimum of three cross members in the manned compartment; one at the forward end, one at the rear, and one near the center. The cross members will be made of steel only, with a minimum thickness of .120". Can be round, square, oval or angle, no aluminum. Roll cage will be 1" or 1-1/2" mild steel tubing of .065" thickness. Rear door post 1" x 2" x .120 rectangular tubing. Perimeter roll cage tubing (from top of windshield post to rear frame rail on both sides) must be a minimum of 1" diameter steel tubing with a .065 wall. (Driver safety is foremost here).
- 68A. Legend Frame exception: All 'Legend' frames must be made with .083 DOM or ERW rectangular tubing. It is estimated that all frames produced before August, 1995, do not meet these requirements.

68B. Legend Body exception: "Legend" fiberglass bodies, without fenders and running boards, may be used but must remain within stock dimensions, thickness, location, and configuration, and may not be reinforced or lightened in any way.

### ***NERF BAR REQUIREMENTS***

69. Short nerf bars are not allowed. Long two rail nerf bars having a minimum of three mounting points are required. The two rails can not be closer than 6" center to center. Nerf bars must be made of 1" x .065 mild steel tube. Nerf bars must be 1" maximum diameter tubing with two horizontal tubes. The lower rear mount must be no more than 18" in front of the centerline of rear axle. The front mount must be at least 17" behind the centerline of the front spindles. All lower mounts must be on, or below, the centerline of the horizontal tube. The upper mount shall be located to the rear of the door and be no more than 18" above the centerline of the lower frame rail. An additional lower center mount, and additional upper front mount, may be used for a total of 5 mounts. Doors may open, or be removable, and may be shortened to clear muffler or nerf bar. No portion of nerf bars may extend 1" past any tire.

### ***FRONT & REAR BUMPER REQUIREMENTS***

70. Front bumper may be minimum 24" to maximum 30" wide and not less than 6" high, and will not extend more than 6" forward of front tires. Bumper attach material can be a minimum wall thickness of .065". Bottom of front bumper must be no more than 7" above level ground. Maximum height of bumpers is 16". All front bumper material must be 1" x .065 mild steel tubing. No sharp edges.

71. The minimum width of the rear bumper will be 48" and made of maximum .095 mild steel tube and will not exceed the maximum width of the rear tires. Bottom of rear bumper must be no more than 7" above level ground. Maximum height of bumpers is 16". No sharp edges.

### ***SUSPENSION REQUIREMENTS***

72. Radius rods, strut rods, a-arms, tie rods and panhard bars can be made of aluminum or steel. Spindles, hubs and rotors must be made of steel. No sway/anti-roll bars. Front suspension must not extend rearward past the most forward panel of the firewall, except under frame rail, where it cannot be seen from either side. No rear suspension shall be mounted or extended outside the car's natural bodylines except through rear wheel opening. Three link suspension system only. All bars will be mounted forward of the rear end housing where mounted to the chassis/frame. Single panhard bar is allowed, not watts link or Jacobs's ladder Z link, Four Bar, or other types of bar configurations. No flexible trailing arms on rear suspension. No rubber biscuit or spring loaded trailing arms. Solid mounting only.

- 73. No straight axles on the front, no IRS on the rear.
- 74. No torsion bars allowed front or rear.
- 75. No driver weight adjusting mechanism in cockpit area or within reach of the driver.
- 76. No electric, hydraulic, air, or ratchet type of weight jacks allowed.

### ***SHOCKS***

- 77. Automotive type, steel bodied non-rebuildable hydraulic or gas shocks only. One shock per wheel, four shocks Per car maximum. Maximum stroke length allowed is 7".
- 78. Coil-over suspension only. No torsion bars or leaf springs, or fifth coils.
- 79. Manual coil adjusters allowed so long as they are not adjustable from the cockpit area.

### ***ENGINE REQUIREMENTS***

- 80. Four cycle and four cylinder motorcycle engines only. No snowmobile or other special application engines. Engines must have been built originally by the motorcycle factory for a production run of 500 or more and must be at least two years old at the beginning of the present season (2009 Model year engines legal in 2011). Serial numbers must be left unmarred on the engine for date verification. Engine may not be underbored from factory specs. I.e. 1300cc down to 1200cc.No blowers or turbo chargers; engine must be naturally aspirated. Engine must have all parts operational such as the transmission and clutch. Charging system may be modified or removed. Alternator case may also be removed. No air or electric shifters allowed. Manual shifter only.
- 80A. Engine must be cooled by the manufacture's intent. No added water jackets of any kind. Extra fans or oil coolers are acceptable as long as they don't distract from the neat appearance of the car. Larger radiators than stock are acceptable as long as they don't distract from the neat appearance of the car.
- 80B. All engines must be front mounted in stock location for the model of the car. Engine may not extend more than 12" to either side of car body centerline. The square of the engine cannot extend to the rear of the front axle line more than 17". The square of the engine is normally determined by, but not limited to, the cylinder fins and the main crankcase.
- 80C. Engines must be self-starting by manufacture's intent.

81. No engine/transmission assembly may extend to rear more than 17 from the front axle line. Engine rear will be determined by the imaginary square of the engine, usually stock cylinder fins for the sides, tappet cover seam for the front, rear of the transmission case for the back. Bolt heads, dowel abutments, transmission drive flanges; alternator cases, point covers and other such protrusions will not serve as measure point. Front axle location will be determined by scaling photograph of car to 73" wheelbase and mounting front axle in actual proportion to car body.

### **Air Cooled Engines...**

82. Maximum displacement 1250 cc.

82A. Porting, grinding, polishing or otherwise changing stock configuration of intake or exhaust ports not allowed.

82B. Must be carbureted – no aftermarket FI.

82C. Aftermarket Air Cleaners and headers allowed.

82D. Aftermarket electronic engine components allowed. i.e. Dyna

83. Engines would NOT be pre-tech'd and sealed – but subject to check by Competition Committee at any time.

### **Liquid Cooled/Carbureted Engines....**

84. 1200cc Maximum - With the interest of keeping a competitive racing association, the following engines will be illegal; Yamaha YZF R1, Honda CBR1100XX Blackbird, Suzuki GSXR1000, and the Kawasaki ZX1200 / ZRX1200 family of motors.

84A. Aftermarket electronic engine components allowed. i.e. Dyna

84B. Carburetors and cams optional.

84C. Porting, grinding, polishing or otherwise changing stock configuration of intake or exhaust ports not allowed.

84D. Carburetor boot must fasten directly to head in the stock intake port location

84E. Header must attach directly to head in stock exhaust port location

84F. Oiling system may not include a dry sump system.

84G. Motor must have been intended to run carbs, no converted FI engines.

84I. Hood "bubble height" ( i.e.: carbs, air cleaners, hood scoop) will be measured from a straight line projected out from the rear most portion of the hood. The bubble may not exceed 4" above that line and at no place on the hood may the bubble exceed 5". There will be no obstruction of the drivers view.

85. Engines would NOT be pre-tech'd and sealed – but subject to check by Competition Committee at any time.

### **Fuel Injected Engines....**

86. Engines eligible are, Suzuki GSXR 1000, Honda CBR1000RR, Yamaha YZFR1, and Kawasaki ZX10.

86A. 1000cc max., must be at least 2 yrs. old (i.e. 2009 legal in 2011).

86B. Must remain stock bore and stroke, stock rods and pistons and cams.

86C. All head components must remain stock. Cams must be stock as per original equipment manufacturer (OEM) and must meet specs as per manufacturer.

86D. Casting part lines must be visible upon inspection. Intake port area may be altered to match intake boot. Alteration not to exceed 3/8" into intake port.

86E. ONLY OEM stock ignition system with OEM ECU box may be used. No fuel monitoring control devices allowed (i.e. TFI, Power Commanders, and ect.)

86D. Engine must retain its stock fuel injection system. May run aftermarket headers.

86E. Secondary butterflies may be removed.

86F. No adjustable aftermarket cam sprockets, must be in the stock mounting round 6F holes.

86G. Cylinder cranking compression minimum 100p.s.i., Maximum 220 p.s.i. per cylinder average of 4 cylinders, no variance, measured with official, calibrated, DCRST gauge.

86H. Air box must be removed, all throttle bodies held wide open, and all 4 spark plugs must be removed before checking compression.

86I. Stock Air Box required – may run aftermarket Air Cleaner element, and oil pans may be modified to fit into chassis – must remain wet sump.

86J. The intent is for all injected motors to remain **STOCK**, except as specifically allowed in these rules.

86K. Hood "bubble height" ( i.e.: carbs, air cleaners, hood scoop) will be measured from a straight line projected out from the rear most portion of the hood. The bubble may not exceed 4" above that line and at no place on the hood may the bubble exceed 5". There will be no obstruction of the drivers view.

87. Engines WILL BE pre-tech'd and sealed. If seal is broken or missing, it is the duty of the owner to notify the Competition Committee prior to a race. If a seal is found broken or missing in post race tech, a complete engine check will be made immediately. If owner declines such check, it will result in automatic DQ for the entire race event.

### ***HEADER & MUFFLER REQUIREMENTS***

88. Exhaust and headers must be installed as not to detract from a stock appearing hood, with the exception of side panels. Any hood may be notched, bent or cut in such a manner as not to distract from stock appearance. If a radiator or a simulated radiator is used, the hood may not be altered as to detract from a neat appearance.

89. A muffler protection bar may be added but must not stick out from the frame more than 6" and must bolt or weld to the frame. It may extend back and attach to the standard kick-out.

90. A muffler good for maintaining 95DBA or better is required.

### ***ELECTRICAL REQUIREMENTS***

91. All batteries must be rear mounted (trunk area).

92. Batteries must be securely mounted with a top restraint (no rubber). Restraint must also hold on battery caps.

93. All cars must have one and only one push/pull switch being the master. This master switch must be located to the extreme right hand side of all the other switches and on the right hand side of the dash close enough to the window as to be easily reached from outside of the car. All other switches must be of a different type than push/pull such as toggle, dip, or turn. Any electrical lines in the car must be isolated from rotating parts or fuel lines.

### ***FUEL REQUIREMENTS***

94. Only fuels allowed are gasoline. Trick gas, Cam 2, and aviation gasoline may also be used. No fuel additives. No performance additives. No nitrous oxide. No oxygenated fuels allowed.

## ***FUEL CELL REQUIREMENTS***

95. Fuel tank must be of metal construction or an approved fuel cell not to exceed 5-gallon capacity. We recommend a fuel cell, as the tracks will soon be demanding one for insurance reasons. We recommend fuel cell safety foam. Electric or mechanical fuel pumps only. No pressurized fuel tank. Tank must be vented in such a manner as to not leak fuel in any position. Non-fuel leaking cap is required. Fuel Cell must have 'Safety Flapper Valve, or "aircraft type" positive locking cap, and roll over vent valve. 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. There must be a complete firewall between the driver and fuel tank.
96. Manually operated fuel shut-off valve is optional. Off position must be clearly marked and valve handle to be painted as to be seen easily. Any fuel lines passing through the driver compartment must be steel with sufficient strength to prevent bursting.

## ***DRIVE SYSTEM REQUIREMENTS***

97. Must be shaft driven to automotive type differential. Steel driveshafts only. Driveshafts must be painted white. No rubberized or shock reducing drive units allowed.
98. Must drive rear wheels only. No quick change or limited slip rear ends (homemade or otherwise). No aftermarket differentials. No bird cage rear ends. No gun drilled or titanium axles. Steel Mini-spools allowed. Full spools not allowed. No aluminum hubs, must be steel. Differentials must be permanently locked by welding spider gears, or use of mini-spool.
99. Driveshafts must be enclosed where they pass through the driver's compartment with sufficient strength to protect the driver in case of failure. Driveshaft must have at least three 360-degree loops around it. One near each end and one near the center. Frame members may act as part or all of loop.

## ***BRAKES REQUIREMENTS***

100. Must have brakes operating both rear wheels. Front brakes are optional on dirt tracks – required on asphalt tracks. If front brakes are used, must have two equally working front brakes. Shut-off valve is allowed to deactivate BOTH front brakes, on dirt tracks. Proportioning valve allowed between front and rear brakes only. After market brake master cylinders and calipers are allowed. All brake rotors and drums must be made of steel and be OEM from passenger car or light truck. Minimum thickness is ¼". Holes may be drilled in rotor. Front/rear brake bias adjusting mechanisms can be installed in the cockpit within reach of the driver.

## ***WHEELBASE REQUIREMENTS***

101. Wheelbase must be 73". Maximum tolerance +/- 1/2". Must be both sides long or short, not one side long and other side short.
102. Tire width may not exceed 60" measured from the extreme outside edge of the tire. (Car must be able to pass through a 60" opening) For dirt tracks only - Tire width may not exceed 61" measured outside edge of the tire. (Car must be able to pass through a 61" opening)
103. The center of the front and rear axles will be mounted in the center of the body (rear brake drums/rotors +/- 1/2" from frame rails), no offset hubs front or rear. Offset rims are legal.

## ***SEAT REQUIREMENTS***

104. The top of the driver's seat must be no more than 68" back from the front axle line but may be less if desired. All car bodies will have a permanent structure bar located no more than 68" back from the front axle line at 22 1/2" above the frame rail.
105. Seat pan must be welded to the main frame and be of at least 14 gauge steel.

## ***TIRE & WHEEL REQUIREMENTS***

106. Steel wheels only with a wall thickness of at least .100". Wheel Diameter is limited to 13" only with rim width of 7" maximum. (No bead locks or bead lock rims of any kind). For dirt tracks only – a rim width of 8" maximum will be allowed.
107. Street-type tires only. Must have treadwear number of 180 or higher with a tread patch width of 8" maximum, meaning a passenger car tire normally used on public streets and highways. Tire must be of compound used for public highway driving. Tread may be grooved in any manner. Tire must not be altered in size. Tires may not be shaved or cambered. Tire rubber compound must not be altered to make softer. Tires must not show a durometer reading to be softer than 55 at any time. Tech Inspector durometer will be considered the official durometer to determine softness of compound. No special racing treads caps, or compounds. No McCreary, Hoosier, Hurst, Mickey Thompson, Legends, or any other street tire with racing compound. No recaps. Federal Tire Co., model "Super Steel 595" with "INEX" molded into sidewall is allowed. Dirt tracks only, the Goodyear "Dirt Eagle G-23/G-45 and G-50, 22.0 X 8.0 X 13 and 23.0 X 8.0 X13" tires, will be allowed. Dirt tires must not show a durometer reading to be softer than 45 at any time.

## ***WEIGHT REQUIREMENTS***

108. No car shall weigh less than 1000 pounds without driver or under 1300 pounds with driver at any time.
109. All ballast must be securely bolted or welded inside of body and extend no lower than the frame rails. No ballast will be mounted outside of the body or frame. Ballast must be painted white and have car number on it.

## ***SAFETY REQUIREMENTS***

110. 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 at a 55 to 45-degree angle to the driver's hips. Shoulder harnesses coming from behind the driver should go over both shoulders so that they will be held securely in the seat. Five point racing harness, 3 years old maximum recommended - up to 5 years allowed, if car is garaged/covered between race events to protect belts from water, sunlight, and other adverse weather conditions. 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.
111. SFI approved racing type helmets with a Snell SA 2000 rating designed for auto racing are to be used. No exceptions.
112. All cars must have an approved quick release, removable steering wheel.
113. 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.
114. No radiator or oil coolers will be mounted in the driver compartment or on the rear decks. No ventilation holes to any cooler from the driver's compartment or rear decks. Any lines carrying liquid through the driver's compartments must be completely shielded from the driver by sheet metal and of sufficient strength to prevent bursting.
- 115: 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), shoes and helmet restraint system (i.e. HANS, Def-N-der, Hutchens or D-Cell). Other minimum requirements may be required by track management.
- 115A. Drivers must exit their Dwarf Car after every practice, heat race, and feature, with all safety equipment on (Helmet, Gloves, and Neck Restraint).

## ***MARKINGS***

116. Numbers must be in at least four places; both doors, and on the roof so as to be read from the right side of the car. The numbers will be a minimum of 12” in height and width must be approximately 2/3 of the height except for the #1. No roman numerals or letters can be used. Numbers can only be one or two digits. Number also must be on the back, and must be minimum 4” height.
117. Cartoon characters are part of the history of Dwarf Car racing and it is required that all cars have a cartoon character. Choice of cartoon character must be approved by DCRST. Cartoon character must be minimum 12” high. 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.
- 117A. Mandatory Series Decals: DCRST decals must be prominently displayed in an approved location, and “Dwarf Car Racing Series of Texas” must be displayed in minimum 2” high letters on the rear window area, top or bottom. These will be provided to all members as part of car registration – additional decals will be available for purchase.
118. The year and make of the car shall be displayed in a minimum of 1” letters on the car. (Most often the trunk lid).
119. The make and cc’s of the engine shall be indicated on both sides of the hood in no less than 1” letters and numbers.
120. Owner paid membership will reserve preferred car # for the current season. Member must be paid in full before the 1st race of the following season to retain that car #.
121. The choice of number must be approved by DCRST. The #1 number is reserved for the point’s champion of the preceding year. His original number will be reserved for one year or until there is a new points champion.
122. From time to time, images and/or likenesses of yourself, others that are with you, and your car, may be featured on the DCRST website or other racing related websites in order to further promote the sport and/or the DCRST. By willingly participating in any DCRST sanctioned event, you agree to allow the club to use such images and/or film in such manner as the officers see fit and appropriate for the sole purpose of promoting the club and/or the sport itself. If you wish not to have any images related to yourself, your crew, or your car displayed, then please do so in writing to the club and send it to any of the officers of the club. Absence of communication to the contrary indicates that as a participant in a DCRST event, you consent to the above mentioned use of such film footage and/or still images.

## ***APPEAL OF PENALTIES***

123. A driver may appeal any DCRST initiated penalty or disqualification by filling out a written form and forwarding to all Competition Committee members. The Competition Committee will rule on the appeal before the next race event. If the driver is unsatisfied with the Competition Committee's decision, they may file a final appeal, in writing, with the DCRST Managers. This final appeal must be filed within 7 days of receiving the Competition Committee's notification. The Managers will rule on the appeal within 10 days.