



## 2020 RMDCRA Rulebook

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## **OVERVIEW:**

Effective for the 2020 race season, Rocky Mountain Dwarf Car Racing Association (RMDCRA) has adopted the Western States Dwarf Car Association (WSDCA) rules. If WSDCA publishes an updated rulebook at any time, the updates are effective immediately with RMDCRA and this rulebook will be updated in a timely manner. Throughout the document, in cases where 'WSDCA' is referenced, 'RMDCRA' may be substituted for all RMDCRA-sanctioned races.

## **RULE EXCEPTIONS:**

RMDCRA club rules do not include the following sections from the WSDCA rulebook for RMDCRA-sanctioned races.

- WSDCA Race Program and Points (removed from the document)
  - Reference [www.dwarfworld.com](http://www.dwarfworld.com) for complete WSDCA 2020 General Rulebook including these sections.
- Safety Requirements – Section 16G (crossed out and highlighted in yellow)
- Rules of Conduct – Sections 18L, 18M and 18N (crossed out and highlighted in yellow)

## **RULE AMENDMENTS (highlighted in yellow):**

RMDCRA amends the following sections of the WSDCA rulebook. These rules are in effect for RMDCRA-sanctioned and RMDCRA points races only.

- Safety Requirements – Added in Section 16, Point G-i
- RMDCRA Policies and Procedures – Section 21
- RMDCRA Event Points and Payout – Section 22
- Appendix – Chassis Diagram added from Section 9B

# Western States Dwarf Car Association

## 2020 GENERAL RULEBOOK

With the nostalgic look of early stock cars, Dwarf Cars are 5/8 scaled copies of 1928 to 1948 vintage American coupes, sedans and trucks. They are powered by a motorcycle engine. The bodies are scaled down versions of full size cars.

### 2020 WSDCA

\*UPDATED February 10,2020

#### **If it doesn't say it in this rule book, you can't do it!**

The following are "COMMON SENSE" type rules. Our objective is to minimize rule changes. Do not attempt to build a Dwarf Car without first contacting WSDCA for rule clarification. No exotic equipment, (meaning unusual or out of the ordinary). If a car is built that does not meet the Dwarf Car specifications, it will not be a Dwarf Car. Interpretations of or amendment to these rules may be made at anytime. 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 conditions of all events, and by participating in these events, all licensees will be deemed to have complied with these rules. No express or implied warranty of safety shall result from publication of, or compliance with, these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants. **Check with a WSDCA official before building a new chassis. Any new style chassis must be approved by WSDCA officials to be considered legal for competition.**

WSDCA

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## 1. BODY TYPES

- A. There will be no special class of cars; all oval track Dwarf Cars run under the same competition.
- B. Car body will be of 1928 to 1948 vintage coupe, sedan, sedan delivery, wagon, or pick-up truck. Must have been a production car. All frames and roll cages, including firewall, doors, and rear section framing, must be fabricated as a single frame unit, already forming the actual contour and dimensions of the finished body. Sheet metal outside skins must be secured with Dzus type fasteners, or permanently attached by rivets or spot weld no more than 12" between each attachment point located at the perimeter of each panel where it meets the roll cage, firewall, or trunk framing. Skin must not bulge or gap open between attachment points. Any gap or hole exceeding 3/8" must be covered with sheet metal, a plug, or permanent type sealant. Louvers are optional on body panels with no more than a 1" protrusion.
- C. No open top cars such as roadsters or convertibles. No convertible bodies with hard tops or "T" tops. The cars must be replicas of factory stock bodies. They must have full roof of metal construction. The roof shall start at the top of the cowl in the front of the car and extend, ending at the top of the trunk. Roofs must incorporate a front and a rear window. The windows must be cut to simulate to match the original body and shall extend inward to cover the roll cage in the front and the rear. No part of the roll cage shall be exposed, **trucks may have rear down tubes exposed**. All roll cage bracing must be intact, permanently welded. Enter and exit by door only. Doors must be functional, and driver must be able to exit from either door safely. Roof Hatches are optional and must have positive locking device. **Minimum opening on front window is 7" height, 8" side window between door, minimum opening on rear window is 6" height.**
- D. No foreign makes. Only closed top, meaning hardtop, American passenger cars or trucks.
- E. All cars will be of metal construction. No fiberglass, plastic, nylon etc. No aluminum for frame or roll cage. Outer skin shall be a minimum of 26-gauge steel or .040 aluminum. Firewall between engine and manned compartment is mandatory. There must be a complete firewall, front and rear separating engine and trunk compartments from manned compartments.
- F. No fenders of any type. No structure of any type to simulate or act as a fender. Doors and windows must remain in stock appearance and location. Body must be skinned to match it's type. (i.e. 3-window coupe must be skinned as a 3 window, not as a 5-window). Right and left doors must be operational and allow passage. Windows and door must be near scale size, shape and location. All doors must be hinged as to open. Windows on rear side quarter panels may be simulated. Full body car. Body must cover from the top of the roll cage to the lower frame rail.
- G. [NO 'G' INCLUDED IN WSDCA 2020 GENERAL RULEBOOK]
- H. Each car will have grill shell and simulated original grill matching it's body style or a simulated radiator and vertical loop mounting bar mounted in near stock location and a hood to match radiator size and body style as not to distract from overall appearance. No grill is required if simulated radiator is used. No radiator or oil cooler may be mounted in driver compartment or rear deck. Functional radiator may be

mounted in the trunk area. With rear mounted radiators only, you may have maximum opening on the trunk lid of 16" wide x 12" tall, must be 1/4" screened or louvered.

- I. Engine compartment must conform to scale of body length and must match contour of body where it meets the right and left side of body panels. Firewall or cowling outer skin must be stock appearance in size and shape; only inner panel may be altered.
- J. Any hood may be notched, bent or cut in such a manner as not to distract from the stock appearance or on car using a radiator/simulated radiator, hoods may not be altered so as to detract from neat appearance.
- K. Hood scoop height: no part of the hood, hood scoop, air cleaner or cowl, or any other item, shall exceed 30" measured from the bottom of the lower frame rail to the highest point of the hood, hood scoop, air cleaner or cowl. 1/2" tolerance is allowed. There will be no obstruction of the drivers view.
- L. At the beginning of race event, all cars must have all body parts intact and fastened. **Sunvisors are allowed but must be removed at sundown unless a 7" opening is maintained with the sunvisor on, then it can remain.**
- M. No airfoils, wings or streamlining of body. Doorpost mud reflector cannot be wider than 4" measured from outside to inside.

## 2. DIMENSIONS

- A. Maximum car height, 52", top to ground.
- B. Maximum body width, 38".
- C. 44" maximum body height from bottom of frame rail to top of car. No part of the roof area may be higher than 44".
- D. 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. The slope on the front hood should remain in proportion to the rest of the body. No part of body shall exceed past the rear bumper or exceed 28" behind the center line of the rear end.

## 3. TIRES and WHEELS

- A. Steel wheels only. 13" WHEEL, 7" maximum width. Beadlocks are allowed on the rear only, with a steel ring. No Bleeders allowed.
- B. No Battle bead style wheels allowed. Offset wheels are OK.
- C. Hoosier Tires shall be the spec tire. **Hoosier HTWD stamped sizes listed are the only tires allowed: 23/7.0-13, P205, P215, P235-60D13, 50 durometer**
- D. No softening compounds will be allowed.
- E. Hoosier decals must be displayed on both sides of car.
- F. [NO 'F' INCLUDED IN WSDCA 2020 GENERAL RULEBOOK]
- G. No alteration of the numbers or letters on the tires will be allowed and will be grounds for Disqualification.

#### **4. WHEEL BASE**

- A. Wheel base 73" (1/2" tolerance allowed) measured at the center of the spindle to the center of rear end housing.
- B. Outside tire width not to exceed 61" (must be able to pass through 61" opening)

#### **5. FUEL**

- A. Emissions legal gasoline available at a gas station, pumped out of the gas pump. Maximum octane of 95. (Fuel injected engines only).
- B. No nitrous oxide, no alcohol. No nitro or propylene oxide type additives.

#### **6. FUEL CELL**

- A. Not to exceed 5 gallons.
- B. Tank must be vented so as not leak fuel in any position, non-leaking cap.
- C. Fuel cell must be mounted between frame rails, in trunk. It can be horizontal or vertical mounting in trunk and protected by minimum 1" structural tubing.
- D. Fuel cell must be mounted with metal straps only.
- E. Must have complete fire wall between driver and fuel cell.

#### **7. ENGINES - CARBURATED**

- A. Motorcycle engines only. No snowmobile or other special application engines. 1250cc is the maximum allowable displacement. Any questions about approved motors, please contact WSDCA officials.
- B. 1250 cc maximum, 4 cycle, 4 cylinders maximum.
- C. Must be a regular production (minimum of 500 units per year)
- D. Must have working starter, clutch and transmission in place.
- E. Charging system optional.
- F. Must be naturally aspirated.
- G. Engine must be cooled by original intent. May use extra fans or oil cooler.
- H. Exhaust and headers must be installed so as not to detract from stock appearing hood, with the exception of side panels.
- I. Muffler are mandatory, 95 dba @ 100'.
- J. No auxiliary starter.

#### **K. FUEL INJECTED MOTORS:**

No other modifications shall be allowed except the items listed below: (If it doesn't say it, then you can't do it or use it!) Under 1000cc motors are allowed but must be under the same rules as other motors. Muffler are mandatory, 95 dba @ 100'. **OEM boxes may be flashed.**

**OEM charging system must be intact and operational. These generation motors are allowed to mix and match parts of same brand only!**

**1k.** Motors listed below, are approved for competition in the WSDCA.

**Honda:**

1999-2003 CBR1100XX

2000-2001 CBR929RR

2000-2006 RVT 1000R

2002-2203 CBR900F

2002-2007 CB900F

2004-2010 CBR1000RR

**Kawasaki:**

2000-2006 ZX12R

2003-2009 Z1000

2004-2010 ZX10R

**Suzuki:**

1997-2008 TL,SV,DL 1000

2001-2008 GSXR 1000

**Yamaha:**

2002-2008 R1

2006-2009 FZ1

**2k.** OEM fuel injection only. Fuel injection may not be modified in any way from its original OEM specifications. OEM ignition systems only. No aftermarket fuel injection allowed, after market filters are approved with any aftermarket air filter assembly with any velocity stack. Any motor that has a secondary fuel rail OEM mounted on top of the air cleaner may have aftermarket fuel rail.

**3k.** After market boxes that adjust Fuel Curve, Timing and RPM, that are approved, are the only boxes that are allowed. The boxes that are approved are the Dynojet 2, 3, 3R and 5, The Dobek 2 brothers and the Bazzaz ZFi and the new Dobek EJK. The Dyno jet 3 with the USB is allowed with no external modules plugged in. Any boxes of this type, other than those specified, will only be approved at the annual meeting. **OEM boxes may be flashed. OEM charging system must be intact and operational.**

**4k.** Any car that is discovered to have any other electronic devices other than those outlined above, or who has made any modifications to these allowed boxes or any part of the fuel injection, may be disqualified.

**5k.** Timing retard eliminators and gear position indicators are allowed.

**6k.** No electronic devices will be allowed in the cockpit area or adjustable by the driver.

**No other electronic devices that plug into engine or wiring harness are allowed. Electronic Tachometers and electronic Power Steering are allowed. Final determination will be made by WSDCA officials.**

**7k.** Engines must have stock bore and stroke. Engines will be teched with a bore and stroke gauge and must not exceed manufacturers original cc's for that motor.

**8k.** Unmodified OEM cylinder heads only. Cylinder Heads may be decked up to .020" for clean-up. After market head gaskets are allowed.

**9k.** Camshafts must have stock lift and duration, adjustable cam sprockets are allowed.

**10k.** Cylinder cranking compression minimum 100 psi's, maximum 220 psi's per cylinder average of 4 cylinders, No variance, After 10 compression revolutions of cranking. WSDCA officials may check at any time.

**2020 Newly approved Motors:** (No modifications allowed. Must run stock ignition box to match the year of the motor). The newly approved motors are required to be 100% stock, no modifications including electronics. Cylinder Heads may be decked up to 0.020" for clean-up. Must use stock head gaskets, after market cam sprockets are allowed. **OEM boxes may be flashed. OEM charging systems must be intact and operational. OEM parts must match brand and year of motor.**

It is the goal of WSDCA, that as the newly approved motors phase in, this will bring us back to a stock motor which should save money and level the playing field in the future.

**Suzuki:**

2009-2016 GSXR 1000

**Yamaha:**

2009-2013 R1

**BMW:**

2010-2013 1000 RR S1000

**Kawasaki:**

2011-2015 ZX10

**Honda:**

2011-2013 CBR 1000

**8. DRIVE TRAIN**

- A.** Must use steel drive shaft from motor to automotive rear end. Driveline must be painted white.
- B.** Drive shaft must have a minimum of 3 360-degree loops. One near each end, one in center. Must be fabricated from a minimum 3/16" x 1-1/2" steel bar, or 1.00" x .065 steel tubing.
- C.** Quick change rear ends are allowed. Must be steel tubes with individual axles with bearing type hubs. Gears are not allowed to be changed once your main event starts.

**Only allowable gears:**

4.11 Ring and Pinion Ratio:

4.29

4.11

3.94

3.89

3.78

3:68

3.62

3.43

3.32

3.78 Ring and Pinion Ratio:

4.31

4.20

4.08

3.97

3.89

3.78

3.63

3.48

3.40

3.33

## 9. FRAME and ROLL CAGE

- A. Roll cage must be constructed of a minimum 1.25".095 wall OD or 1.5" OD x .065 wall tubing in the main roll cage. Secondary members will be a minimum of 1" OD x 0.065" wall.
- B. 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 the front frame horn to the rear frame horn. Whether laid horizontal or vertical, it must remain that way all through the frame rail. Does not include cross member. If frame rail is cut, it must be gusseted with 1 x 2" .120 wall. No round, oval or square tubing in lower side frame rail.

No overslung rear frame rails. ~~No Offset rails unless approved.~~ If a line is run from the center of the front cross member to the center of your rear cross member, the frame rails should be equal distance from right and left side with a maximum width of 38". **The left side of the chassis may deviate (offset) from centerline a maximum of 3" however, may not exceed more than 38" total chassis width at the B pillar (doorpost) only.**

**The left side frame rail must taper from the firewall to the B pillar (doorpost) and back to the original centerline prior to the centerline of the rear axle. (See diagram [in Appendix])**

- C. There will be a minimum of three (3) cross members in the main compartment; one at the forward end, one in the center and one at the rear. The cross members will be made of steel only, with a minimum wall thickness of .120". Cross members may be round, oval, square or angle.
- D. The right and left doors must have a minimum of two bars with a minimum of .065" wall x 1" OD tubing welded through the midsection of the door frame, round or square tubing is allowed. The bar supporting the drive shaft tunnel may be included as one of these, only on drive shaft side. Drive shaft side of car must have one bar, minimum of 0.065" wall x 1" tubing, welded inside to front and rear door post positioned horizontally.
- E. All cars will have a permanent structure support bar, located behind the seat at approx. 23" above the frame rail, extending from side to side. The bottom of the seat will not be more than 63" back, measured from the upper ball joint to the center of the seat at the height of the permanent structure bar. The seat may be tilted back for added driver head clearance, however, no portion of the seat may be back more than 68" as measured above. A seat pan must be welded in place, using a minimum of 14-gauge steel.

## **10. ENGINE LOCATION and SET BACK**

- A. All engines must be front mounted, in stock location for model of car.
- B. Engines may not be extended more than 12" to either side of car body center line.
- C. Engine set back is the square of the motor (rear fins) may not extend more than 17" from center of front axle. No part of the engine or transmission may be more than 21" set back, as measures above.

## **11. SUSPENSION**

- A. Front suspension must not exceed 25" measured from the ground to the highest point of any front suspension or extend rearward past the most forward panel of the fire wall, except under frame rail, where it cannot be seen from either side.
- B. Steering components must have safety fasteners, such as cotter pin or self- locking nuts.
- C. If steering box is mounted in front cowling, the pitman arm may not extend more than 1 1/2" outside the natural contour of the body near that point and must not prevent proper door operation.
- D. The center of the front and rear axle will be mounted in the center of the frame from side to side, (1/2" tolerance is allowed).
- E. No Straight axles.
- F. No Leaf spring or torsion bars.
- G. No Bird Cage type rear linkage or Jacob's ladder. 3 link suspensions only
- H. Shocks must be of steel construction, coil over type shock and spring, one shock and one spring per corner, non-adjustable type with matching body size and shaft lengths (i.e., 6" shock must travel 6" in compression and rebound). No internal or external travel limiting devices allowed; spring, rubber, or otherwise in the shock or spring.

Valving may be any configuration. No schraeder valve type shocks allowed. No part of the rear upper shock or shock mount may be mounted outside the bodyline. No exotic or cannister style shocks. Must be readily available to the public, meaning mass marketed. Sealed hyper screw or seal screw is ok. Final determination is made by WSDCA and any new style shock should get approval before being deemed legal. Any shock not on the approved list must be submitted to the WSDCA board for approval in writing prior to use at any WSDCA event. The WSDCA board will review the submission and finalize the decision.

Approved Shocks are listed Below:

Bilstein SC, SL, SG, SNS2 Series (SNS2 Schrader valve must be plugged or sealed),

QA1 Series 51 and 70,

BSB Series 12 and 13,

Afco Series 15 and 22,

Pro Series TASB, Carrera Series 32 and 33

- I. Trailing arms, located outside of frame may not extend beyond the rear door post.
- J. No exotic type power steering with cam driven pumps.

## **12. WEIGHT**

- A. No car shall weigh under 1,000 pounds without driver. In the event that multiple cars are not meeting the weight requirement, the accuracy of the scales will be considered by the head tech official.
- B. No ballast will be mounted outside of body or frame. All ballast must be securely bolted or welded inside of body or frame rail and extend no lower than frame rail. Ballast will be painted white and have the car number clearly marked.

## **13. NERF BARS and BUMPERS**

- A. Front bumper must be no wider than 36" and a minimum of 24" and will not extend more than 6" forward of front tires.
- B. Rear bumper must be no wider than 50" and a minimum of 40" and will not extend more than 6" from extreme rear body panel, or 8" if the car has a simulated fuel tank.
- C. Front and rear bumpers must be a minimum of 4" above the ground, and a maximum of 14". A 2" extension bar may be allowed on top of the bumper but must not exceed 16" high from the ground.
- D. Bumper will be a minimum of 6" wide vertically.
- E. Bumpers are to be made from 1" round tubing .065" minimum, and .095" maximum wall.

- F. There will be no sharp points or edges.
- G. Nerf bars must be mounted on both sides in front of rear tire and be no more than 18" from center of rear axle to rear of nerf bar. A minimum of a three (3) point mounting is required. The lower bar must be parallel to lower frame rail from the rear of the car then curve or bend toward lower frame rail. The upper bar is to attach to the roll cage a maximum of 18" above the rear attachment point of the lower bar. An additional diagonal brace from frame rail to lower bar is strongly recommended. Nerf bars must not interfere with the opening of either door and must roll through a 61" opening.
- H. These nerfs will be constructed of round tubing 0.65" x 1" OD, and a maximum of .095" x 1" OD wall tubing. Lower bars may not extend more than 1" past the tire tread in rear only. Must roll through 61" opening.

#### 14. ELECTRICAL

- A. All batteries must be rear mounted (trunk area). Batteries must be securely mounted with a top restraint made of metal. Restraint must also hold battery caps.  
EXCEPTION: Lithium ION Batteries weighing under one pound may be mounted in the cowl area but must be shielded from driver.
- B. Cars **MUST** have master electrical switch clearly located and marked.
- C. No electronic (i.e. computer) traction devices. No electronic or manual devices will be adjustable by the driver during a race. Any such devices shall be mounted outside the driver's compartment. Any such device must be on the approved list from 7K. No listening or transmitting devices. **Race receivers and transponders are mandatory at most race tracks. Transponders must be mounted behind the driver rear firewall.**

#### 15. BRAKES

- A. DIRT: Must have at least two (2) brakes controlling 2 wheels. \*\*4-wheel brakes are recommended. Brake Bias manual and electronic shut off devices are allowed inside the driver compartment.

#### 16. SAFETY

- A. All inside suspension mounts must be shrouded from drive compartment. No sharp edges or protruding objects which could endanger driver, shall be inside driver's compartment. All cut and free-standing edges must be folded, molded or filed smooth (i.e. window and door edges).
- B. All cars must have an approved 5-point racing harness, equipped with a quick release buckle. It is the driver's responsibility to ensure seat belts are installed per manufacturer recommendations and should be replaced or recertified every two years.
- C. Approved racing type helmet with current Snell rating are to be used. (SA-2010).
- D. All cars will have a production made quick-release, removable steering wheel.
- E. All cars are required to have a fire extinguisher. 5 Lb. Halon on board fire system with a minimum of 2 nozzles installed is highly recommended. If a portable type fire extinguisher is used, it must be mounted inside the car easily removable by driver

with one hand while in belted position. All pits must have a minimum of a 2 lbs. fire extinguisher accessible in their pits.

- F. All drivers must wear an approved driving suit. Single layer fire suit is minimum. All drivers must wear fireproof shoes and fire proof gloves.
- G. **[RMDCRA EXCLUSION]:** ~~It is HIGHLY recommended to use a head and neck restraint device. A full containment seat is highly recommended. (Racing is a dangerous sport and it is a DRIVER's responsibility to maximize their safety and minimize the potential for injury).~~
- i) **[RMDCRA AMENDMENT]:** RMDCRA members are required to have an approved full containment seat and head and neck restraint device [HANS or Simpson Hybrid type]. Non-members are highly recommended to have a full containment seat and head and neck restraint device. Only RMDCRA members will receive club points for RMDCRA sanctioned races.
- H. When racing on asphalt, a catch can for oil and water is required.
- I. All door latches must be a positive locking device, so as not to open from vibration or upset, and not to jam if door is damaged. All hoods and trunks must be securely fastened by, spring **latch, nuts and bolts or dzus fasteners (no screws)**.
- J. **No glass of any type is permitted. Side windows may have shatterproof Lexan, minimum of 1/16". Front windshield must have 1/2" square mesh windscreen, or a bar system with a maximum of a 2" opening. A 2" block cannot fit through the opening.**
- K. **No rearview mirror of any type.**

## 17. NUMBERS

- A. All cars must have numbers in five (5) location: Numbers on right & left door and roof must be a minimum of 12" high, and the width must be 2/3 of the height, except for the number #1. On the roof, it should be as large as possible. The number on the rear of the car must be a minimum of 6" and located above the bumper so to be viewed by the driver behind. The assigned association letter must be a minimum of 6" high on the roof and the doors and 2" high on the rear of the car. A minimum 2" number and letter must be displayed on the left front upper corner of the windshield. All numbers must be permanent (ie: vinyl or painted). All numbers should be made to be as large and clear and plain as possible to assist in scoring.
- B. No Roman numerals, or Gold leaf.

## 18. RULES of CONDUCT

- A. Any driver or crew who shows evidence of having partaken of alcoholic beverages or drugs will be required to leave the premises immediately and may be subject to a fine of no less than \$50.00 and may be subject to suspension.
- B. Any driver who competes in a car other than the original car they registered to drive, must get approval from the pit steward before competing. If the driver has already completed a race (ie: heat) they must go to the rear of the last qualifying main event to continue. If a Main event has been run, no changing of cars will be allowed for that night, in their division.

- C. The driver shall be responsible for the actions of his/her entire pit crew that are with the car. The driver shall be the sole spokesperson for the car and pit crew in any and all matters pertaining to the race, and only the driver shall take part in any arbitration with the race officials in charge.
- D. Non-competitive cars which are a hazard to the other cars, will, at the track's discretion, receive the "BLACK FLAG". If a driver continues or re-enters the race without permission of the track officials, he/she will start the next event they enter, at the rear. **Any driver who stops on the track for any reason, may be sent to the rear.** Failure to go to the rear when told will result in a black flag. **The WSDCA Head scorer has the authority to clarify rules during racing events.**
- E. No fighting, physically or verbally, or abusive gestures in the pits or on the race premises at any time. Any driver who deliberately rams another car on the track (during a yellow or red flag) will be black flagged from that race. Any driver who rams another car in or around the pits, may be disqualified from that night's competition, that event, or from future WSDCA events depending on the severity which will be decided by the Pit Steward or WSDCA Board members. Disqualification means no money, no points and cannot use the DQ as a throw out.
- F. Any member who performs an act or participates in actions deemed detrimental to Dwarf Car racing or WSDCA will face a fine of at least \$50.00, and the member may also lose accumulated points, money won, or be suspended.
- G. All drivers or their representatives will be required at the pit meetings.
- H. Penalties for violations of the WSDCA rules are determined by the gravity of the violation and its effect on fairness of competition, the orderly conduct of the event, and the interest of Dwarf Car racing & WSDCA. Such penalties may include, but are not limited to, disqualification, suspension of membership privileges, fines or loss of points. The WSDCA board of directors shall use the following guidelines for the imposition of penalties in the situations describes below but may assess a greater or lesser penalty depending on the circumstances.
- I. Any driver who threatens or assaults, either verbally or physically, any WSDCA official or board member or persons serving under their direction or any other driver may face a suspension, a minimum fine of \$100.00 and loss of money for that event, and loss of accumulated points.
- J. Any member who fights in the pits, track, or on the race premises may face a fine of \$200.00, suspension, money loss from that event, and all accumulated points. Any person who is in someone else's pits will be deemed the party at fault.
- K. All operational cars must pack the track. Any driver, with good reason, who is unable to pack the track must inform the WSDCA official prior to hot laps. Those cars not packing the track will not be allowed to hot lap and or may have to start at the back of their heat.
- L. **[RMDCRA EXCLUSION]** ~~All National and Regional races must run the WSDCA format listed below and must pay the \$10.00 per car (Pro's, Vets. and Sportsmen) for National and Regionals that participated in the event to the WSDCA. The finishes must be furnished promptly to the WSDCA.~~
- M. **[RMDCRA EXCLUSION]** ~~Any associations that are hosting a National or Regional event must have a completed and signed contract at the WSDCA office on file.~~

- N. **[RMDCRA EXCLUSION]** ALL DRIVERS must be member of WSDCA. Either by club membership (\$250.00 per club, one vote per club) or by individual membership of \$50.00 (non voting). One Event memberships are available at a fee of \$20.00 payable at pill draw. It will be the hosting club's responsibility to insure all drivers are members in good standing and any membership fees have been paid to WSDCA. All clubs are to submit membership rosters 2 weeks before each event. Annual membership runs from Dec. 1 through November 30th of that same year. Drivers must be paid members and in good standing to get points for races. All drivers will have a WSDCA membership card. Any member on probation or in bad standing may lose the right to participate in WSDCA events, meetings or voting privileges.
- O. At events, if any rule clarification needs to be addressed for that event, the existing WSDCA Board members in attendance may make a decision.

## 19. RIGHT TO INSPECT

- A. WSDCA officials or the host track may inspect any car and/or driver equipment for compliance of any rule at any time before, during or after the race event.
- B. Cars deemed to be illegal or unsafe shall not be allowed to compete in the event and the driver may be subject to discipline for non-compliance.

**These are common sense type rule violations. They are designed to give Clubs an outline on how to deal with violations and categories those violations may fall under. We should keep in mind that it's our goal as officials to promote and encourage the growth of our sport and to increase car count and not to use these violations as a method of singling out or disqualifying drivers from an event. All cars should be teched prior to any event and all tech should be carried out by assigned personnel and should be between the driver/owner of the car in question and the tech person. Any tech issues not resolved should be brought up to the board of directors for clarification.**

## 20. VIOLATIONS & FINES (Money for fines will be taken from purse)

### A. Safety violations

- i) No car will be allowed to race if it is found to be unsafe for the driver or other drivers.
- ii) Any violations must be signed off by pit steward or acting tech official before it is allowed to race. This violation can not be protested.
- iii) See Section 6, 14a, & 16 of WSDCA rule book

### B. Non-performance enhancing

- i) In the WSDCA rule book, Section 1, 2, 8, 9, 10, 13, 15, 17 & 18, these are all non performance enhancing issues.
- ii) 1st offense: a warning and must be corrected by next racing event.
- iii) Any offense not corrected, driver may be fined. This violation can not be protested.

### C. Performance enhancing

- i) In the WSDCA rule book, Section 3(a,b,c,f) Section 4 ,5 ,7(a,b,c,f,k), 8(c,d), 11, 12(a)
- ii) Driver may be disqualified and or lose points and money for that night, depending on the gravity of the violation and the intent to violate the rules.

**D. Conduct**

- i) Section 18
- ii) Any incidents that occur on the track, should be handled by the track officials or the Pit Steward or WSDCA official.

**21. [RMDCRA AMENDMENT] RMDCRA POLICIES and PROCEDURES:**

**A. RMDCRA Membership:**

- i) One-year RMDCRA membership fee is \$75.
- ii) Paid memberships will be in force from November 1st until November 31st of the following year.

**B. RMDCRA End of Season Awards**

- i) Rookie of the Year: The Rookie of the Year shall be the rookie with the most points at the end of the season. A rookie is characterized as a person who has not taken more than three green flags in main events in a Dwarf Car. Rookies will be required to fly a rookie flag and start in the back of the first three events. After a review of the Racing and Tech Committee, the flags can come off and you may start in your drawn spot.
- ii) Sportsman of the Year: The Sportsman of the Year shall be determined by his attitude, dedication to the sport, promotion of the sport, and overall sportsmanship shown to the Association and fans. He shall have competed in at least 57% of the point races.
- iii) Pitman of the Year: The Pitman of the Year shall be determined by a vote of the drivers for the qualities of the sportsman of the year, plus dedication of helping others.
- iv) Most Improved Driver: Drivers will vote most improved award. You may only win this award once.

**22. [RMDCRA AMENDMENT] RMDCRA EVENT POINTS AND PAYOUT ADDENDUM:**

Drivers must be current RMDCRA members to receive RMDCRA points for an event. Points are distributed to the drivers and the points championship is a Driver's Championship. Each driver will drop their lowest points finish of the season (includes '0' points for a missed race, does not include a '0' for a 'DQ' result).

Each car must have current season's RMDCRA tech sticker. Alternatively, the car must be inspected by a RMDCRA tech official or board member prior to competing in the event.

Non-RMDCRA members are not eligible for points but are eligible for payout. No guest membership fee is required.

**A. A-MAIN POINTS STRUCTURE:**

- i) All drivers that take the first green flag in the A-Main are eligible for increased points and payout.
- ii) Points are distributed based on the number of drivers who start.
- iii) The first-place finisher in the A-Main receives double the number of points as cars that began the A-Main. Each following position receives 2 less points.
- iv) Ex: 20 drivers start the A-Main. 1st place receives 40 pts, 2nd receives 38 pts.... 20th receives 2 pts.
- v) Drivers that DNF in the A-Main will receive points based on the order of the last completed lap. Transponder data is the primary record, manual scorekeeping or video footage may be used as backup as determined by RMD CRA board members present. In cases where multiple cars come together and DNF at the same time, RMD CRA may override the transponder data in cases of clear fault for the incident.

**B. B-MAIN POINTS STRUCTURE:**

- i) Drivers that transfer from a B-Main to the A-Main do not receive points for the B-Main.
- ii) Drivers that do not transfer from the B-Main receive 2 points.
- iii) Competing in the B-Main, regardless of finishing position, does not qualify a driver for increased payout.

**C. HEAT RACE POINTS STRUCTURE:**

- i) Points are distributed based on the number of drivers who start each heat race.
- ii) The first-place finisher in each heat receives same number of points as cars that began the heat. Each following position receives 1 less point.
- iii) Ex: 7 drivers start the heat. 1st place receives 7 pts, 2nd receives 6 pts.... 7th receives 1 pt.

**D. PAYOUT STRUCTURE:**

- i) Each driver that signs-in to the pit gate with a RMD CRA legal dwarf car and intends to race in the event will receive a minimum of \$35 payout.
- ii) Only drivers that start the A-Main are eligible for increased payout.
- iii) The 1st place finisher of the A-main receives the highest payout, which will decrease in \$3 increments according to the A-Main finish order, until the minimum payout value is met. After the minimum payout is met, all remaining drivers will receive that amount.
- iv) Drivers that DNF will receive points based on the order of the last completed lap. Transponder data is the primary record, manual scorekeeping or video footage may be used as backup as determined by RMD CRA board members present.

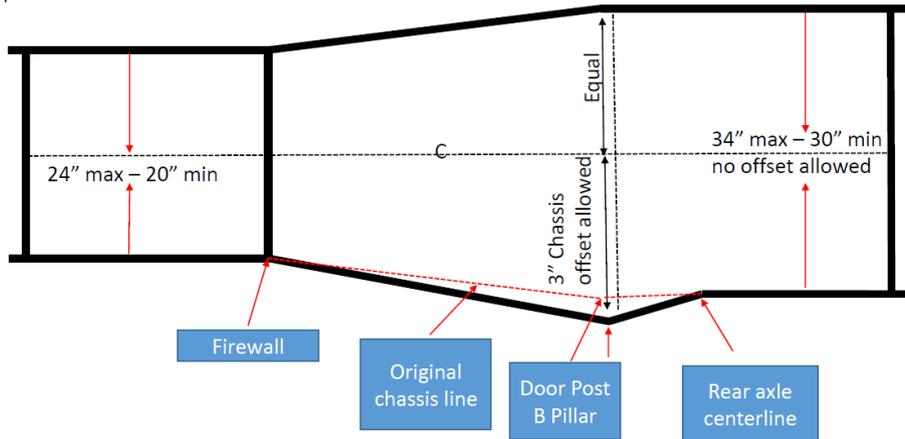
**23. [RMD CRA AMENDMENT] APPENDIX:**

The below images were received from Janis Monroe [Dwarf World], on Feb 12<sup>th</sup>, 2020. They are referenced in the 2020 WSDCA Rulebook but not included. For completeness, they are included in the 202 RMD CRA Rulebook.

**Visual of 2019 WSDCA Allowable chassis offset ruling**

Left and right frame rails must be the same + or -1/2" throughout the length of the chassis.

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.



**Visual of 2019 LSDCC Allowable Construction Materials**

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. 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.

