



WESTERN STATES DWARF CAR ASSOCIATION

2024 GENERAL RULEBOOK

(Includes Central States Dwarf Cars)

***UPDATED January 18, 2024**

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

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.

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 any time. 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.

Racing is a dangerous sport and one that each driver understands and accepts the risk involved. 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. Any chassis that is built without approval may be considered illegal. It is the builder's responsibility to adhere to these rules and get approval.

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Each club, who is a member, receives 1 vote on any rule decisions, which makes you part of promoting and shaping the future of Dwarf Car Rules, locally and across the country. Each club has a representative who speaks for them in all WSDCA matters and the majority rules on the decisions. For **\$300**, it makes every member of your association automatically a member of WSDCA, whether you have 10 members or 100, they are covered under this small fee. That membership gets drivers a \$25 discounted entry fee than any non-member at any WSDCA event. Even if you have only a few drivers going to events, you get your **\$300** back quickly and have a say in the direction of Dwarf Car racing. Drivers that participate are eligible for the National point fund money, which is top 10 in Pro and Vet. All the Associations that host these events are VOLUNTEERS, they attend and work these events out of their own pockets. Every club in good standing that has participated in the events the year prior is eligible to host a WSDCA event. Any of you who have not attended one of these events should plan on coming and see for yourself the camaraderie and competition that exists. Bring your family and friends and have a good time!

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 a 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 a 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, however, **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 a positive locking device. **Trucks maximum trunk height is 31" measured from bottom of frame rail to the top of the trunk bed and the trunk rails will be max 3.5"**.
- 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.
- G. Body must be skinned to match its 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 doors must be near scale size, shape, and location. **Minimum opening on front window is 7" height, 8" side window between door, Minimum opening on rear window is 6" height**. 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.
- H. Each car will have grill shell and simulated original grill matching its 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 cowl outer skin must be stock appearance in size and shape; only inner panel may be altered.

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.

J. 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. ½" tolerance is allowed. There will be no obstruction of the drivers view.

K. At the beginning of race event, all cars must have all body parts intact and fastened. Trunk lids must be fastened upon entering the track and may receive the mechanical black flag to go to pits to fasten it.

L. No airfoils, wings or streamlining of body. Doorpost mud reflector cannot be wider than 4" measured from outside to inside. Sunvisors are allowed, but must be removed at sundown, unless a 7" opening is maintained with the sunvisor on, then it can remain.

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 centerline of the rear end.

3. 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 .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 crossmember. If frame rail is cut, it must be gusseted with 1 x 2" .120 wall minimum. No round, oval or square tubing in lower side frame rail.

NO lightening of frame rails is allowed.

No overslung rear frame rails. 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.

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. Driveshaft side of car must have one bar, minimum of .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.

F. Wheel base: 73" (1/2" tolerance allowed) measured at the center of the spindle to the center of rear end housing on the inner facing side of the spindle. If there is a discrepancy, use a tape measure for a more exact measurement. **This measurement is taken with both front tires facing forward and shall not be moved during the measurements.**

G. Width: Outside tire width not to exceed 61" (must be able to pass through 61" opening)

4. 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. 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).

D. No straight axles.

E. No leaf spring or torsion bars.

F. No bird cage type rear linkage or Jacob's ladder. 3 link suspensions only

G. Trailing arms, located outside of frame may not extend beyond the rear door post.

H. No exotic type power steering with cam driven pumps

I. 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 are allowed; spring, rubber, or otherwise in the shock or spring. Valving may be any configuration. No Schrader 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. Sealed hyper screw or seal screw is ok. Must be readily available to the public, meaning mass marketed. 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. Final determination is made by WSDCA and any new style shock

should get approval before being deemed legal.

Approved Shocks are listed Below:

Bilstein SC, SL, SG, SNS2 Series (SNS2 Schrader valve must be plugged or sealed), QA1 Series 51 and 70 and 70Q

BSB Series 12 and 13, Afco Series 15 and 22, Pro Series TASB, Carrera Series 32 and 33

5. WEIGHT:

A. No car shall weigh under 1,000 pounds without driver. WSDCA is evaluating a "1250 weight rule with the driver" to be implemented in the 2025 season. 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.

6. 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. Rear bumper will not exceed 28" behind the center line of the rear-end.

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. Bumpers will be a minimum of 6" wide vertically.

E. Bumpers are to be made from 1" round tubing .065" minimum, and .095" maximum wall. There will be no sharp points or edges. 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 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. These nerfs will be constructed of round tubing .065" wall x 1" OD, and a maximum of .095 wall x 1" OD tubing. Lower bars may not extend more than 1" past the tire.

7. TIRES and WHEELS:

A. Steel wheels only. 13" WHEEL, 7" maximum width. Bead locks are allowed on the rear only, with a steel ring. No Bleeders allowed. No Battle bead style wheels allowed. Offset wheels are OK

B. Hoosier Tires shall be the spec tire. Hoosier HTWD stamped sizes listed or STARS Medium are the only tires allowed: 23/7.0-13, P205, P215, P235-60D13, 50 durometer. STARS soft tires are not allowed.

C. No softening compounds will be allowed.

- D. Hoosier decals must be displayed on both sides of the car.
- E. No alteration of the numbers or letters on the tires will be allowed and will be grounds for disqualification.

8. 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.
- 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 not to exceed 5 gallons and must be vented so as not leak fuel in any position, non-leaking cap.
- E. Fuel cell must be mounted with metal straps only.
- F. Cars must have complete fire wall between driver and fuel cell.

9. ALL CARBURETED AND FUEL INJECTED MOTORS:

- A. Motorcycle engines only. No snowmobile or other special application engines. 4 cycle, 4 cylinders only. Any questions about approved motors, please contact WSDCA officials. Must be a regular production (minimum of 500 units per year). Must have working starter, clutch and transmission in place.
- B. Charging system must be intact and operation. Aftermarket rectifiers are allowed but must match the stock OEM Specifications and approved by WSDCA official (Part numbers).
- C. Engine must be cooled by original intent. May use extra fans or oil cooler.
- D. Exhaust and headers must be installed so as not to detract from stock appearing hood, with the exception of side panels.
- E. Mufflers are mandatory, 95 dba @ 100'.
- F. No auxiliary starter.
- G. **CARBURETED MOTORS:** 1250 CC maximum allowable displacement. Must be naturally aspirated.
- H. **FUEL INJECTED MOTORS:** 4 cycle, 4 cylinders only, Regular production (minimum 500 units per year) See list of approved motors below.
- I. 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. OEM ECUs 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! When parts are mixed, they must match original specifications for that generation of motors. Parts must be installed in original manufacturer location and orientation and must match original OEM specifications.
- J. 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, aftermarket 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.

K. Aftermarket 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 ECUs may be flashed.

L. 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.

M. Timing retard eliminators and gear position indicators are allowed.

N. No electronic devices will be allowed in the cockpit area or adjustable by the driver.

O. No other electronic devices that plug into engine or wiring harness are allowed.

P. Electronic tachometers and electronic power steering are allowed. Final determination will be made by WSDCA officials.

Q. 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.

R. Unmodified OEM cylinder heads only. Cylinder Heads may be decked up to .020 for cleanup. Aftermarket head gaskets are allowed. Aftermarket cam sprockets are allowed. Aftermarket head studs are allowed.

S. Cam-shafts must have stock lift and duration, one intake and one exhaust cam with no modification is allowed. Adjustable cam sprockets are allowed.

T. 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.

U. **WSDCA officials may inspect at any time.**

Motors listed below are approved for competition in the WSDCA.

Honda:

1999-2003 CBR1100XX
2000-2001 CBR929RR
2000-2006 RVT 1000R
2002-2007 CBR900F
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

2017 Newly Approved Motors: No modifications allowed to the motors listed below. Must run ignition box to match the year/make of the motor. The newly approved motors are required to be 100% stock, no modifications including electronics (with the exception of flashed OEM ECUs). 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.

Honda:

2011-2013 CBR 1000

Suzuki:

2009-2016 GSXR 1000

BMW:

2010-2013 1000 RR S1000

Kawasaki:

2011-2015 ZX10

Yamaha:

2009-2013 R1

10. DRIVE TRAIN

- A. Must use steel drive shaft from motor to automotive rear end. Driveline must be painted white.
- B. Driveshaft 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. **Allowable Gear Ratios from 321-342 (gear one - gear six).** Must be standard production gears, readily available.

11. 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 measured above.

12. 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 a 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 and must be on the approved list. **No two-way listening or transmitting devices, including cell phone and smart watches should be on the driver anytime they are on the racetrack.** Raceceivers and transponders are mandatory at most racetracks. Transponders must be mounted behind the driver rear firewall.

13. BRAKES:

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

14. SAFETY:

- A. All inside suspension mounts must be shrouded from driver's 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-2015).
- 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 of fire extinguisher is used, it must be mounted inside the car, easily removable by driver with one hand, while in belted position. Element E50 Fire extinguisher stick is approved. 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 fireproof gloves.
- G. 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 the DRIVER's responsibility to maximize their safety and minimize the potential for injury).
- 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.

15. 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 easily 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. **All cars should have their association letter included with the car number on all locations of the car.**

B. No Roman numerals.

16. 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. They may be subject to a fine of no less than \$50 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 **or B main**) 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 their 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 WSDCA 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 and/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, 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 and 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 described 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, 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, 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, **at the discretion of the official**.
- L. All National and Regional races must run the WSDCA format listed below and pay \$10 per car fee to WSDCA (Pros, Vets, and Sportsman) for both Nationals and Regionals that participated in the event. The finishes must be furnished promptly to the WSDCA.
- M. Any associations that are hosting a National or Regional event must have a completed and signed contract on file to WSDCA **by the first National of the season**.
- N. ALL DRIVERS must be a member of WSDCA, either by club membership (**\$300 per club**) or by individual membership of **\$100** (non-voting). One event general memberships are available at a fee of \$20 payable at pill draw to WSDCA. It will be the hosting club's responsibility to ensure 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 December 1st through November 30th of that same year. Drivers must be paid members and in good standing to get points for all 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. If any rule clarification needs to be addressed for that event, the existing WSDCA Board members in attendance should make the decision.

17. 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. Upon tech inspection, driver and car owner ONLY will be allowed in tech area.
- 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 for non-compliance.

WSDCA Race Program (Based on 80 cars)

(If more or less cars are present, the number of transfers may be adjusted.)

****** There may be changes due to car count or time restraints, including combining of classes, although, each class would receive their own points. Always check the Pit Board for changes. Any changes must be approved by WSDCA officials.**

****All drivers will pill draw for starting positions in heat races. Each driver is responsible for knowing when pill draw will be throughout the weekend. If they are unable to attend pill draw, **they must let another driver or WSDCA official** know that it is ok to draw a pill for them. If they fail to do that, they will be placed in the back of the heat race. Transponders are mandatory and must be charged and in working order to be properly scored. They should be mounted behind the driver's rear firewall.**

Cars will line up with lowest pill drawn on the pole of Heat 1, next lowest on pole of Heat 2, etc. After the pole positions of the Heats are filled, the ninth lowest pill lines up on outside pole of Heat 1, 10th lowest pill on outside pole of Heat 2, etc. All positions will be filled according to this alternating manner.

Friday night:

8-10 car heats, 8 laps each

All cars go to 20 lap qualifying Mains (if less than 20 cars, then one lap per car, no less than 15 laps)

Top 2 cars from each heat go to "A" qualifier 3rd & 4th from heat go to "B" Qualifier

5th & 6th from heat go to "C" qualifier 7th & 8th from heat go to "D" Qualifier

9th & 10th from heat go to "E" (or last chance race)

Top 6-8 cars from each qualifier transfer.

Top 10 cars from "A" Qualifier transfer to Saturday nights "A" Main, or 1/2 the field, if less than 20 cars in the race.

*20-24 cars per qualifying main, **no inversion for Main events.**

Saturday Fast Dash:

****Top 10 cars from Friday nights "A" Main run a 10 car, 10 lap fast dash for starting position in Saturday Nights Feature. **If less than 10 cars, it can be run one lap per car (i.e. 8 cars, 8 laps).** Each driver will draw a pill from 1-10 to place them in their starting position for the Dash. All 10 drivers (or someone with permission) must be present during the draw **at the designated pill draw time.****

The top 10 finishers will take the front 5 rows for the Saturday Night "A" Feature **in the order finished during the Dashes.**

Saturday Night:

The same program from Friday night applies, including no inversion for Main events for Saturday night.

The "B" Main will transfer the top 10-14 cars to the "A" Feature, which will make 24 cars in the "A" Feature **for a 20 lap Main event, except the Pro Division, which is 30 laps.**

The cars that transfer on Saturday night into the "A" Feature will line up **behind the Fast Dash finishing order**, beginning at row 6.

Basic Rules of Competition:

"Outlaw **or Texas** restarts" will be used in all restarts. **After 2 unsuccessful attempts, (meaning no lap was completed, following a yellow flag) it will revert to single file restart. No racing to the yellow. All starts will be out of turn 4, preferably at the cone. Cars will be lined up nose to tail until they pass the cone. The pole setter sets the pace and starts the race.

All cars will pass technical inspection prior to competing. All operational cars must pack the track or notify the WSDCA official with good reason before hot laps or they may not hot lap and/or have to start their heat in the rear. **WSDCA officials have the right to inspect ANY car at ANY time, including before and after a collision.**

The "2 spin" rule applies **in main events, so if any car is charged with 2 yellow flags, you will be black flagged for that race. However, it is one and done in heat races.**

No stopping to question an official about your position on the track or you may be sent to the rear.

Any driver who deliberately rams another car on the track during a yellow or red flag, will be black flagged from that race.

Any "rough driving" may result in that driver being sent to the back of the pack. Continued rough driving may result in the black flag for that car for that race.

Any driver who fails to line up properly when instructed may receive the Black flag.

The top 10 cars from Friday and Saturday's "A" Mains will be teched immediately after the finish of the race. All tech will be performed by the WSDA tech team.

WSDCA has authority over the race program and any changes must be approved prior to the event.

Rainouts and other cancellations:

FRIDAY: All heat races and a minimum of half the scheduled A main laps must be completed to count towards Saturday's event. Otherwise, the event will start from scratch on Saturday for each division.

SATURDAY: If Saturday rains out (or otherwise cancels), then Friday results will be in effect unless all Heat races, Semi Mains and Fast Dashes have been run, AND the A main line up is set for that division. This will be considered the finishing order and will count towards points. Otherwise, Friday night finishes will be the official results. WSDCA Board of Directors may take into consideration variable factors regarding rain out conditions.

WSDCA Pro Division:

The Pro division is open to any driver allowed to compete in a WSDCA event. This division will have their own points and all existing rules apply. There will be points given in the Pro division and a Champion will be crowned. Drivers may enter both Pro and Veteran divisions in the same National event with 2 separate entries. Points cannot be transferred between divisions. The payout for Pros will be based on the percentage of the cars they have for that event. A Pro division will be run at all WSDCA Nationals.

WSDCA Veteran's Division:

The Veteran division is for drivers 45 years of age or older. This division will have their own points and all existing rules apply. There will be points given in the Veteran division and a Champion will be crowned. Drivers may enter both Pro and Veteran divisions in the same National event with 2 separate entries. Points cannot be transferred between divisions. The payout for Veterans will be based on the percentage of the cars they have for that event. A Veteran division will be run at all WSDCA Nationals.

WSDCA Sportsman Division:

There will be points given in the Sportsman division and a Champion will be crowned. A Sportsman driver can be moved up to PRO or VET division at any time by WSDCA Officials. **Sportsman cannot run another Dwarf division in the same night as racing. Any driver winning 2 Saturday main events in a season, will be moved up to Pro or Vets automatically for the following season.**

WSDCA National Points:

Only Saturday night Main Event points count. 300 points to the winner and then down by 2. (ie: Winner = 300, 2nd = 298, 3rd = 296, etc.) Regionals count for 150 points to win and down by 1.

Cars who were present at the event will be receiving points as long as they took a green flag. This includes DNF and DNS vehicles. They will receive equal points behind the last place finisher in Saturday night's main event.

2024 Championship Points:

Points are accumulated at each WSDCA event. Also a separate system for CSDCA.

WSDCA has 7 Nationals and 2 Regional events. Drivers will be able to count 6 Nationals toward their total points, or 5 Nationals and 2 Regionals.

CSDCA has 4 National events scheduled. They can count 3 of their races in WSDCA points and WSDCA can count 1 of their points in the CSDCA.

In the event of a tie in points, the driver with the best National finishes (Saturdays) will decide the tie. In the event that the tie still exists after Saturday night finishes, the number of the most National wins in the current year will decide the tie break. If the tie still exists, then Friday main event finishes will be counted only on the Fridays where the drivers in question both competed.

VIOLATIONS & FINES

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. 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 only. Any tech issues not resolved should be brought up to the Board of Directors for clarification.

1. Safety violations

No car will be allowed to race if it is found to be unsafe for the driver or other drivers.

*Any violations must be signed off by pit steward or acting tech official before it is allowed to race. This violation cannot be protested.

2. Non-performance enhancing

1st offense: a warning and must be corrected by next racing event.

Any offense not corrected, driver may be fined. This violation cannot be protested.

3. Performance enhancing

* Driver may be disqualified and or lose points and money, depending on the gravity of the violation and the intent to violate the rules. Any driver that has a second offense for violating these rules may be disqualified from the entire event and the remainder of the racing season.

4. Conduct

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*Any incidents that occur on the track, should be handled by the track officials or the Pit Steward or a WSDCA official.