



DWARF CAR RACING SERIES OF TEXAS

The Best Show in Texas

2023 Rules of Competition

Members of WSDCA & CSDCA

dcrst@yahoo.com

dcrst.club

Shall hereafter be referred to as **DCRST** throughout these rules and descriptions? The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. By competing in DCRST sanctioned events, all participants agree to abide by the rules that are listed below and agree to the DCRST director's decision or penalties set forth by these rules.

MUST Have DWARF CAR RACING SERIES OF TEXAS in 2" Letters the BOD shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in their opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the BOD and their decisions are final.

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

**ANY RULES OR REGULATIONS NOT COVERED IN THIS BOOKLET
WILL BE DETERMINED ON A TIMELY BASIS BY DCRST BOD AND THE
DECISION IS Final**

RULES WITHOUT ENFORCEMENT IS NO RULES



Dwarf Car Racing Series of Texas

PRESENTED BY



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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 BOD member.

COMPETITION RULES

DCRST has the right to change, add, delete, or modify in any way any of these rules. Officials 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.

CLUB MEMBERSHIP

1. Each Car Owner will pay \$50 Annual Membership Dues to register per car, 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.
2. Each Driver will pay \$50 for membership before being allowed on track.
3. Any DCRST member in good standing will not incur any additional membership fees when racing a WSDCA national event.

1: RULES of CONDUCT

- A.** Any driver or crew who shows evidence of having partaken of alcoholic beverages or illegal drugs will be required to leave the premises immediately and may be subject to a fine of no less than \$100.00 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 BOD or TC 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, will be sent to the rear.** Failure to go to the rear when told will result in a black flag.

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 DCRST events depending on the severity which will be decided by the Pit Steward or DCRST 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 DCRST will face a fine of at least \$100.00, 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 DCRST 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 & DCRST. Such penalties may include, but are not limited to, disqualification, suspension of membership privileges, fines or loss of points. The DCRST 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 DCRST 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 DCRST 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 Any associations that are hosting a National or Regional event must have a completed and signed contract at the DCRST office on file.

M **ALL Drivers must be members of DCRST. Guest driver can run 1 (one) race as a Nonmember.** Event memberships are available at a fee of \$50.00. It will be the BOD responsibility to insure all drivers are members in good standing and any membership fees have been paid to DCRST. Drivers must be paid members and in good standing to get points for races. **All drivers will have a DCRST membership. Any member on probation or in bad standing may lose the right to participate DCRST events, meetings.**

N. DCRST recognizes and endorses the efforts of the multiple multimedia sites available to promote or communicate for entertainment or promotion of the club. DCRST will not tolerate Driver, Crew Member or car owner engaging in inappropriate behavior and will not condone Slander to club members or the club

itself. This will be considered inappropriate behavior and could result in suspension or ban from the club.

2: RACE LINE-UP PROCEDURES

A. Pill draw will be used to determine the heat race line ups. Driver has to draw.

B -All NON members will draw for which heat race and will start in rear of that heat race. **C.** Heat races will consist of 8-10 laps to be determined by the track officials.

D. Feature starting positions will be determined by heat race finishes. We will take first half of the finishing order of heat and redraw for starting position in main. **E.** Feature races will consist of 20-25 laps, with no fuel stops.

F. We will consider a B Main (8-10 laps) factoring any race with more than 25 cars.

G. Rookies will start at the back of heat for 3 race nights minimum, and until the BOD Determines they are experienced enough to start safely in position in their heat as determined by pill draw or points average.

H. Rookies will start in the back of Feature Events for a minimum of 6 races, or until the BOD determines they are experienced enough to start safely in position determined by regular procedures.

I. Guests will start in the back of the heat. Feature position will be determined by heat race finish position. Guest finishing in the top 12 of the heat races shall start no better than 13th position.

Points Member must be a member of another club. They will start Heat and feature race just like DCRST member but will not get any year end point funds or prizes.

J Any driver may request to start at the back but must do so prior to the start of the heat races.

K Any driver causing a caution, 1 time in a heat, must pull to the infield for the remainder of that race. Failure to comply will result in forfeiture of points for that heat.

L Any driver causing a caution, 2 times in a feature, must pull to the infield for the remainder of that race. Failure to comply will result in forfeiture of points for that feature and all monies for the event.

M. There will be an attempt to limit the feature to a maximum of twenty-four (24) cars, unless the track or club rules otherwise. Each driver must attend the drivers meeting.

I Drivers' meeting will begin 1 hour prior to race start time.

II Any driver not at drivers' meeting will start in the back of the heat race.

N. White Flag Rule

I. All cars will follow the White Flag rule when lining up for heats, B Mains, and Features. The White Flag rule means that cars will be in the designated line-up area (chute) before the white flag flies in the previous race or said cars will start at the rear of the field.

3. Line Up Procedure

A. Start of race

The start of any race will be determined by the flag man, however, the leader shall not start prior to exiting turn 4 and shall start before the start/finish line. The general start area is the last tire coming out of turn 4 or a cone set by the track officials. The pole setter shall start on the inside and will set the pace of the field. All cars in the field will be aligned double rowed, nose to tail with a maximum of one half (1/2) car length in between any cars.

- If any car chooses to gap the car in front by more than two (2) car lengths at the one (1) to go, the car rear of the offender may take that position before the start. Any driver that leaves the nose to tail formation (jumping) before the start of the race shall be penalized two (2) positions per infraction in the final finishing order
- This may be determined by track officials or video footage

B. Restarts

Restarts shall be in the Texas formation; the leader has the front row alone and may choose inside or outside. The second place car will line up on the inside, third place on the outside. The second row shall remain behind the leader's rear bumper (no overlap) until the leader starts the race. All cars in the field will be aligned double rowed, nose to tail with a maximum of one half (1/2) car length in between any cars.

- If any car chooses to gap the car in front by more than two (2) car lengths, the car rear of the offender may take that position before the start.
- Any driver that leaves the nose to tail formation (jumping) before the start of the race shall be penalized two (2) positions in the final finishing order
- This may be determined by track officials or video footage

C. Single File Restarts

Single file restarts are imposed by the track officials due to excessive cautions.

All cars in the field will be aligned single file, nose to tail with a maximum of one half (1/2) car length in between any cars. If any car chooses to gap the car in front by more than two (2) car lengths, the rear of the offender may take that position before the start.

Any driver that leaves the nose to tail formation (jumping) before the start of the race or before the cone placed on the front stretch by track officials shall be penalized two (2) positions in the final finishing order. This may be determined by track officials or video footage by Competition Committee

D. In cases where the finish of the race is too close to call (in Real time), the track officials may use photo(s), video or electronic scoring, if available, to aid in determining the winner.

23: TECH INSPECTION

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 TC. 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.

4: FINANCIAL ITEMS

All purse payouts will be paid at the end of Night to driver.

ALL CARS MUST HAVE SPONSOR DECALS ON CAR TO GET PAYOUT.

A. At the end of the season, when all expenses have been paid, any year end trophies/awards are purchased, and a \$500 balance is retained for off season expenses is deducted, all remaining monies will be divided in the following manner:

- Drivers who compete in **80%** or more of scheduled races shall receive 100% of eligible contingency payout.

Drivers who compete in **70-80%** of scheduled races shall receive 75% of eligible contingency payout.

- Eligible contingency payout when all races, given the heat and feature race is fully completed.
- Drivers who compete in **50-70%** of scheduled races shall receive 50% of eligible contingency payout.
- Drivers who compete in less than **50%** of scheduled races will not be eligible for contingency payout.
- Rain outs will not be calculated as a scheduled event

B. Fees may be adjusted in subsequent seasons, as approved by BOD.

C. There will be a \$5.00 amount taken out of All purses to go **ONLY** towards point funds for year-end awards.

5: SPECIAL EVENTS

A. 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.

B. In the event that the DCRST holds a Special race event(s), points will not be awarded to invited guests.

C. In the event that the DCRST holds a Special race event(s), the Temporary DCRST Driver's 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.

6: SEASON CHAMPIONSHIP POINTS

A. Each driver will be required to pay \$50 each year for a DCRST license or renewal.

B. Only drivers holding 'Annual' licenses are eligible to receive Season Championship points.

C. A 'guest' driver, approved by the BOD, who is not a member of another Dwarf Car Organization 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. Guest members in good standing from LSDCC can pay a onetime fee of \$50 and receive points and starting position as members. For \$100 you get full membership and points fund.

D. If a car and driver that are members in good standing of another Dwarf Car Organization, are invited to race with DCRST by the BOD, a 4 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 TC.

E. 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. **F. There Will Be Two (2) classes Pro and Sportsman both running for their own point. Not to be transferred from one to the other. If the sportsman dominates the class they will be asked to move up in class by the BOD. NO PAST CHAMPIONS OF HIGHER LEVEL OF RACING CAN RUN SPORTSMAN.**

G. "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 racing experience in a higher level of racing are not eligible for "Rookie of the Year" consideration. (Need to notify BOD before the start of 1st Race

H. Race results and Point Standings will be posted weekly on web site. **I.** You must start race to receive point in that race.

7: 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.

A. 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.

B Purse money will be distributed as part of the normal payout manner for exhibition races.

C. One (1) out of every Five (5) low point's 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.

Level 1). 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

(Level 2 – All points earned for that event will be Mandatory drop). At that point the points will be locked. No races out of the last four (4) of the scheduled races may be dropped. If you are DQed the points you earned will be calculated for your average. But will receive a 0 for points.

D. 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.

E. 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.

8: Transponders / Radios

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. **Dirt Tracks**

DCRST will require **WESTHOLD** (or 100% compatible) transponders to be used for race scoring. 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. Transponder Mounting point must be behind Drivers Fire Wall. In the event we would schedule races at tracks that do not have the **WESTHOLD** Transponder system, this rule would not apply, and races would be scored manually.

All communication with the track will be done by BOD only. The track has requested to deal with one individual only.

9. RIGHT TO INSPECT

- A. DCRST 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.

VIOLATIONS & FINES

Money from fines will be taken for year end purse.

1. Safety violations

- A. 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. Aggressive Driving: 2-2-2

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

2 Race Suspension 2 Month Probation \$200.00 Fine

4. Non-performance enhancing and Performance enhancing violations.

- A. All violations will be reviewed by the BOD/Tech officials to determine if the violation is a non-performance or performance enhancing violation and will be dealt with accordingly.

Technical Rules: The following technical rules are the WSDCA rules these are what DCRST will now operate under 100%.

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. 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 couple 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 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 cowl 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. Trunk lids must be fastened upon entering the track and may received the mechanical black flag to go to pits to fasten it.**
- M. 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 center line 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 cross member. 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. Drive shaft 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.

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 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. 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. 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 rearend.

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 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. 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.

6. 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. 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 car.

E. No alteration of the numbers or letters on the tires will be allowed and will be grounds for disqualification.

7. 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, nonleaking cap.

- E. Fuel cell must be mounted with metal straps only.**
 - F. Must have complete fire wall between driver and fuel cell.**
- 8. 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 specification 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.** 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 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. After market cam sprockets are allowed. After market 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 check at any time.

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

Honda:	Kawasaki:	Suzuki:
1999-2003 CBR1100XX	2000-2006 ZX12R	1997-2008TL,SV,DL1000
2000-2001 CBR929RR	2003-2009 Z1000	2001-2008 GSXR 1000
2000-2006 RVT 1000R	2004-2010 ZX10R	Yamaha:
2002-2007 CBR900F		2002-2008 R1
2004-2010 CBR1000RR		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 RR S1000	Suzuki: 2009-2016 GSXR 1000	BMW: 2010-2013 1000
Kawasaki: 2011-2015 ZX10	Yamaha: 2009-2013 R1	

9. 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 of 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 330-431. Must be standard production gears, readily available.

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. 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. Any such device must be on the approved list. No listening or transmitting devices. Racecievers and transponders are mandatory at most racetracks. Transponders must be mounted behind the driver rear firewall.

12. 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.

13. SAFETY:

A. All inside suspension mounts must be shrouded from the driver's compartment. No sharp edges or protruding objects, which could endanger the driver, shall be inside the driver's compartment. All cut and freestanding 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 the 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.**

14. 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.**

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. 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 a WSDCA official know that it is ok to draw a pill for them. If they do not do that, they will be placed in the back of the Heat. Transponders are mandatory and must be charged and in working order so you may 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.

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. 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.

The top 10 finishers will take the front 5 rows for the Saturday Night "A" Feature.

Saturday Night:

The same program from Friday night applies except there will be no pill draw or inversion for Saturday nights main events.

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 30 lap Main event.

The cars that transfer on Saturday night into the "A" Feature, will line up behind the Friday night qualified cars, straight up, beginning at row 6.

Basic Rules of Competition:

"Outlaw restarts" to 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 a 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.

The "2 spin" rule applies and if any car is charged with 2 yellow flags, you will be black flagged for that race.

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 and 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, all Semi Mains and Fast Dashes have been run and the A main line up is set for that division, that 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. There will be points given in the Pro division and a champion will be crowned.

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 of the 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 and 2 separate cars. 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 main events in a season, will move 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 place = 298, 3rd place = 296, etc.) Regionals will 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.

2023 Championship Points:

Points are accumulated at each WSDCA event. There is a total of 10 Nationals (7 WSDCA and 3 CSDCA) and 1 Regional scheduled. 6 Nationals will count towards the WSDCA Championship and 1 Regional will count toward the championship points. You may use your Regional points but they are only good for 1/2 (150 points max).

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, then Friday main event finishes will be counted as a tie-breaker only on the Fridays where the drivers in question both competed.

Asphalt Rules

These rules will come into effect if the opportunity arises for DCRST to hold a race on asphalt.

- A. Asphalt Racing Type tires: Only tires allowed in this category are “Towel City Recap” brand tires, Federal Tire Co. model "Super Steel 595 " with "INEX" stamped casing. 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 50, average of 5 places at any time. Tech Inspector durometer will be considered the official durometer to determine softness of compound.
- B. ASPHALT Track -width may not exceed 60” measured from the extreme outside edge of the tire. **** DCRST NO GO IS 60 1/16” **** Can NOT touch either side
- C. DCRST will require AMB (or 100% compatible) transponders to be used for race scoring at Texas Houston Motorsports Park, 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. Transponder Mounting point must be behind Drivers Fire Wall. 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. All communication with the track will be done by BOD only. The track has requested to deal with one individual only