



WMMP RULES: Dwarf Car 2020 – 12.05.19

You may run no more than a 1000cc motor, must be approved by director of competition.

WMMP Speedway dwarf cars shall hereafter be referred to as WMMPDC throughout the rules and descriptions. These adopted 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, all participating in these events, all participants are deemed to have complied 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. » 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 tech official. Their decision is final.

1. General Rules

- All WMMPDC vehicles are subject to inspection at any time.
- Approval of a WMMPDC vehicle by the inspector shall mean only that the vehicle is approved for participation in a competitive event and shall not be construed in any way to mean that the inspected WMMPDC vehicle is guaranteed mechanically sound. Be it fourth declared that the inspector shall not be liable, nor shall the sanctioning body, for any mechanical failure not for any loss, injuries or death resulting from same.
- All WMMPDC drivers shall be liable for his or her personal safety equipment. Such approved safety equipment pertaining to vehicle safety or driver equipment is highly recommended to prevent injury, bodily harm or loss of life due to the sport.
- The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish the minimum acceptable requirements for such events. These rules shall govern the condition of all events, and, by participating in these events, all participants are deemed to have accepted and complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND REGULATIONS.** They are intended solely as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. Any interpretation or deviation of these rules is left to the discretion of TUSA and the decision is final. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH DEVIATION OF SPECIFICATIONS.**
- If these rules don't specifically say what you can do, you can't do it!! Always contact technical inspectors when rules or parts are in question.
- All rules are subject to change by the tech team. It is the responsibility of the competitor to obtain, and become familiar with the current general rules pertaining to the division in which he/she chooses to participate in. Any item not covered in the White Mountain Motorsports Park Speedway rules section must be stock or approved in writing by the director of competition or

technical official. If any item being considered for use in this division is not addressed in these rules, competitors are required to contact White Mountain Motorsports Park Speedway for a judgement as to acceptability. The rules and/or regulations set forth here after are designed to provide for the orderly conduct of racing events, and to establish minimum acceptable requirements for such events. All participants are deemed to have obtained, read and understood a copy of the current rules, and complied with these rules. No express 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 an official. It is highly recommended that you carefully read your rulebook, and knowing what it contains. You are responsible for knowing the rules. Track reserves the right in the interest of competition to make changes as needed.

NOTE: ALL CARS WILL HAVE A APPROVED SERVICE AND REPAIR MANUAL FOR YEAR MAKE AND MODEL ENGINE BEING USED, THIS WILL BE A PART OF TECH.

2. Body Styles

- 1928-1948 American made production vehicles only. 5/8 scale, two door sedans, coupes, or pickup trucks. These are to be known as Classic Modified or Dwarf body styles.
- Modified appearing body styles such as IMCA or DIRT Modifieds are NOT ALLOWED.

3. Body Requirements and Specifications

- Body must 5/8 scale, stock appearing. Maximum outside tire width 60 1/2" measured from outside of rim on first inner bead. Maximum height 50". 73" wheelbase plus or minus 1".
- Must have grill shell or simulated open radiator matching original body style, any material.
- Doors, windows, and cowlings must retain stock appearance. Hood louvers allowed for cooling, but must maintain stock contours.
- Engine compartment must conform to scale and match contour of body. Hole may be cut for breather clearance only. Ram air induction system prohibited.
- Must have closed trunk lid or fully enclosed trunk access panel conforming to original bodylines. Louvers allowed no holes.
- No fenders.
- No wings or spoilers.
- Forward facing air ducts are allowed.
- Body will be metal construction, 26 gauge steel or .040" aluminum minimum. Fiberglass or plastic shells allowed. All exposed edges must be folded or trimmed over. Legends cars may be allowed under local rules. No lips or spoilers of any kind.
- NO open top cars (roadsters, convertibles) No panel trucks, station wagons, or specialty cars.
- NO car over 50" tall, top to ground. Body height maximum 44", bottom edge to top (including frame rail).

- Maximum body width 40", maximum frame width 34", Minimum 30", Drivers door post may be modified to allow for the use of a full containment seat.
- Body contour must be formed by frame and roll cage. Roof hatch entrance allowed.
- Frame ride height must not let car bottom out on track.
- Drivers door must be operational and equipped with secure latch.
- Fasteners on hood, trunk, or panels must be positive, locking type.
- 124" maximum total length, bumper to bumper.
- All cars will weight minimum 1240 lbs. with driver, after race except for the **600cc cars which will weigh a minimum of 1200 lbs. with driver after race**. Empty car weight minimum 950 (no ballast, no fuel).
- NO weight outside of car body, i.e. on nerf bars. (All weight must be inside frame rails).
- Front maximum width 30". Bumper height 6" to 8" with 2 bar loop. Ground to top of bumper: 12" minimum, 16" maximum. Bumper may not extend more than 12" forward of front tires.
- Rear maximum width 56" with 3 vertical bars. Bumper height 6" to 8" with 2 bar configuration. Ground to top of bumper: 12" minimum, 24" maximum (push bar hoop) no wider than the body. May not extend more than 8" behind rear body panels.
- Bumpers must be hollow with max wall thickness of .125.
- Full length Nerf bars between front and rear tires are mandatory maximum outside diameter of 1.25" and maximum .125" thickness, must be hollow.
- Nerf bars will extend to tread width and may extend out 1" in rear only.
- Firewall must be metal and must completely separate engine compartment from cockpit. Engine protruding into cockpit must be enclosed.
- Windshield must be lexan, wire mesh, or protective bars. Lexan highly recommended when running asphalt. NO GLASS. All other cockpit areas must remain open. Deflectors may be used in front of driver and may be no wider than roll bar area.
- Seat must be high-backed aluminum, racing type. All cars will have a permanent bar located behind top of seat at shoulder level. Bottom of seat will not be more than 65" back measured from upper ball joint. Seat may be tilted back for added driver head clearance, however, no portion of the seat may be back more than 74" as measured above.
- Car number must be minimum 12" in height and 2" stroke. Must be displayed on each door and roof or trunk. Numbers in 4" size should be on front and rear of car to help with the line-ups.

4. Wheels and Tires

- Steel wheels only, minimum wall thickness .090", 13 only. Wheel width maximum 8". Track tire is mandatory.
- A minimum durometer reading TO BE ANNOUNCED.

5. Engine Specifications

- **ALL engines used will have the original engine serial number on the engine ie: NO engines with the serial numbers ground off will be legal.**
- DISPLACEMENT MAXIMUM.
- Stock 1000cc O.E.M.
- Stock 600cc allowed with power commander, etc. following all other rules and **must weigh a minimum of 1200 lbs.**
- Down draft motors limited to 1000cc maximum with no variance.
- Water-cooled engines 1000cc and below can run carburetors or fuel injection systems.
- Down draft engine must run gasoline only.
- Effective January 1, 2010 no engine can be modified to be less than original stock configuration O.E.M specifications.
- Engine must be nothing newer than a 2008 before deemed legal for use. Any major changes to existing engine by the manufacturer must be received by WMMPDC before approval.
- Four cycle, four cylinders maximum only. Must have working transmissions, clutch, and starter with all parts in place. Complete clutch assembly must remain in engine. External reverse boxes allowed. No air controlled shifting devices.
- Charging system optional. Battery powered ignition system only. Alternator cover allowed.
- No auxiliary starters.
- Engines must be front mounted in engine compartment.
- Engine setback: The " square of the engine" (rear fins of the jugs) may not extend rearward more than 17" from the center of front spindle. No part of the engine or transmission may extend rearward more than 21 inches from center of front spindle.
- No aftermarket fuel injection, and no turbos. No nitro, or nitrous oxide. O.E.M fuel injection must remain stock.. Air box modification allowed or after market. Air filter assembly allowed with velocity stacks not to exceed stock height, and dimension, No ram air.
- Engine must be cooled by original intent. May use extra fan or oil cooler.
- Porting, grinding, polishing, or changing stock configuration of intake or exhaust ports allowed for oil and air cooled motors.
- Carburetor/Fuel injection boot must fasten directly to head in the stock intake port location.
- No porting, grinding, polishing, or changing stock configuration of intake or exhaust ports allowed on water cooled motors. Casting part lines must be visible upon inspection. Intake port area may be altered to match intake boot. Alteration not to exceed 3/8" into intake port location.
- Header must attach directly to head in stock exhaust port location.

- Oiling system may not include a dry sump system. Oil pan modifications for clearance allowed.
- No increasing or decreasing of motor stock stroke in any way.
- Engine exhaust must include muffler and exit rearward. Muffler must be a **maximum** of 98 decibels at 100 feet or meet local track regulations.
- Cylinder cranking compression-minimum 100 p.s.i, maximum 220 p.s.i per cylinder average of 4 cylinders, no variance, measured with a Snap on compression gauge, part number EEPV303A, with adapters EEPV304A, EEPV306A, or MT26J200, after ten (10) compression revolutions of cranking, 15-45 minutes following feature event. Tools provided by WMMPDC. Compression pressure limited to factory stock compression pressures.
- Carburetors or fuel injections may be removed or held in the full open position to allow for: full air flow. All four (4) spark plugs must be removed before checking compression. A booster pack will be allowed to assist with engine cranking if the engine appears to crank at a slow rate.
- Unaltered factory E.C.M must remain. No fuel monitoring devices, modules, etc.

6. Battery, Fuel System

- Battery and fuel pump must be mounted outside driver compartment. Battery must be secure and held with non-rubber strap. Electric fuel pump allowed.
- Fuel cell mandatory, maximum 5 gallons, located in trunk.
- GASOLINE ONLY, no fuel additives allowed. NO ALCOHOL ALLOWED.
- Reinforced or steel braided line must be used in all high pressure area(s).
- A direct manual cutoff switch wired to ground circuit will be installed on the front dash within 6" of the corner formed by the front door and the dashboard. The emergency electrical cut off switch will be clearly marked.
- **Maximum fuel pressure of 50 p.s.i.**

7. Drive Train

- Must use steel drive shaft from transmission to automotive rear end. Minimum 2.50" x .083" or 2" x .120".
- NO quick change rear ends.
- Rear must be locked or have a solid spool.

8. Frame and Roll Cage

- Main frame members will be minimum of 1" x 2" x .120" wall rectangular steel tubing only. Mainframe rail consist of the length between the front lower a-arm cross member and the rear main roll bar upright. No aluminum allowed in cage or frame.

- Main frames will have a minimum of three (3) cross members between firewall and back of seat fabricated out of same material as frame rails. Alternate material may be steel angle, minimum .125" x 1.5" x 2". Cross bracing in floor under driver strongly recommended. Rear frame rails at rear roll bar must be 34" maximum and 30" minimum outside dimension. Rear roll bar must meet same dimension as the front engine area frame width minimum 20" maximum 24" outside dimension. Left and right frame rails must be the same +/- inch.
- Roll cage must be DOM steel minimum 1.25" x .083" (.095" recommended) in all cars manufactured from 12/98 on. Clubs may grandfather older cars with 1"x .065" tubing. Cross brace or diagonal strongly recommended in hoop over drivers head.
- All cars must have cage bars installed across door openings on both sides. Bars should be welded in place as part of roll cage. Minimum size 1" x .065" (1.25" x .095" recommended) cars with bars mounted on doors should have full door frame and minimum of two (2) horizontal crossbars. Minimum 1" x .083". Cars with bats mounted on doors must have 1/4" x 2" steel stops welded in on each side of opening, totaling a minimum of 4" on each end of door.
- It is required to have a steel bar with a minimum size of 1" x .065" from doorpost to doorpost, under the dash. Steel plate on driver's door bars recommended.
- It is recommended that, if using rivets, body panels attach to tabs welded onto cage instead of drilling multiple holes in cage bars.
- No down tube frame cars allowed. Any bars from cowl area to snout must remain below the upper line of hood.
- Classic pickups may have two (2) bars going from upper rear roll cage down to rear clip.
- Driveshaft tunnel will have three 360 degree loops between firewall and seat back, must be fabricated of maximum .1875" x 1.5" steel bar 1"x .095" steel tube highly recommended. Will have a minimum of 2 .1875" x 1.5" flat steel bar welded horizontally from fire wall to seat back in such manner as to keep driveshaft in tunnel.

9. Suspension

- Front suspension must not extend rearward past the most forward panel of the firewall.
- Rear trailing arm/radius rod specifications
 - Arms may have a maximum length of 30"
 - Torque absorbing devices are permitted
 - Maximum 3 radius rods or 3 links suspension
- Wheel offsets are allowed.
- Hub offsets are not allowed. Hubs front and rear must be within 1/2" distance from mainframe rail on either side of car, measured from center of rotor to vertical plane of frame rail.
- Coil over shocks are the only allowable means of supporting the chassis. One shock and spring per wheel only. Shock and spring may be rocker arm actuated with one push rod per shock and spring. Shock and spring must remain as one unit. Spring must be mounted over the body of the

shock.

- Shocks must be all steel construction, no exterior dampening adjusters allowed. May not be of a type that allows disassembly. Carrera shock model 3363 will be allowed for competition.
- No driver shall have the ability to adjust the suspension from inside car.
- Straight front axles are prohibited. Local clubs may grandfather existing car for competition.
- No leaf springs.
- No birdcage type rear linkage.
- Anti roll (sway) bars permitted front to rear. Must be connected without adjustments to arm location.
- No torsion bar suspension system of any type allowed.

10. Steering

- All steering components must have safety fasteners such as cotter pins or self locking nuts.
- Manufactured quick release steering wheel hubs mandatory.
- Rack and pinion is mandatory.

11. Brakes

- All four wheels must have working calipers and rotors.
- Rotors and calipers
 - Steel rotors mandatory .250" minimum thickness.
 - Steel OEM calipers or aluminum calipers.
 - Cutting and scalloping of rotors will be allowed with no rotor surface being less than 3/4" in width.
 - Drilling of rotors is permitted.
- Adjustable brake bias and wheel shut off allowed.
- Competition type master cylinders allowed.

12. Safety Equipment

- Fire bottle system HIGHLY recommended.
- Driver uniform will consist of :
 - Fire suit (single layer minimum, one or two piece)
 - Fireproof gloves
 - Fireproof shoes
 - Approval helmet with Snell 95 or higher
 - Full face helmet, open face helmet permitted if you run a full Lexan windshield

- Head and neck restraint systems recommended
- Car must be equipped with 5 point harness, no more than 3 years old, with minimum of 3 inch belts.
- Aluminum, high backed racing seat mandatory.
- Window nets mandatory both sides, arm restraints and head and neck restraints HIGHLY recommended.
- NO two way radios. One way communication from officials only is MANDATORY. Scanners mandatory.
- Mirrors will be allowed. If any race official feels a driver is using their mirrors to block or impede a drivers' progress, they will be black flagged immediately and required to remove their mirror before the next event.

13. Drivers Qualifications

- All drivers must be a minimum of sixteen (16) years of age. All drivers under 16 years of age must go before the contest board for driving approval and must have a signed waiver from parent and/or guardian. The track has final say in this matter.

14. Miscellaneous

- **Driver must purchase a ACT/Dwarf driver license**, and must present proof of issuance of license. Only licensed members will be allowed in pits at reduced fee.

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