

WELCOME TO THE 2021 SEASON FOR THE DWARF CAR PROGRAM

Welcome to the 2021 season for the regular returning members and a special welcome to the new competitors that are joining us for the first time. Let this booklet guide you through your first year.

This booklet will explain some of the basic needs regarding our sport. Don't be afraid to ask questions. This booklet will show new competitors how our rules work.

Our goals are to “Have fun, and have competitive racing at every event.”

OFFICIAL RULE BOOK:

RULE BOOK DISCLAIMER

In establishing the rules and regulation of the speedway, it is the intent of Speedway to provide for the orderly conduct of racing events and to establish acceptable standards for safety and competition at all events sanctioned by Speedway. Safety regulations are designed and implemented to reduce the ever-present risk of injury to both participants and spectators. It is the obligation of every driver at Speedway to comply fully with the rules as published and/or amended by Speedway.

Motor Racing Is A Dangerous Sport That May Result In Injury, Bodily Harm, Or Death. All Participants Accept, By Participating In Such Events, These Facts And The Possible Consequences.

EFFECTIVE DATE

These rules are effective as of the date of publication. Drivers and owners will be notified by official notice of any and all amendments to these rules and regulations. Amendments become effective on the date that the bulletin is mailed/or e-mailed. It is the responsibility of each owner and/or driver to notify the Speedway of any change of mailing address/e-mail address.

INTERPRETATION OF THE RULES

Speedway and its staff will have the sole responsibility in interpreting the rules as set forth.

SECTION 1 - GENERAL RULES

This book is effective January 1, 2021 and supersedes all previous rules.

Car owners and drivers are responsible for the conduct of everyone associated with their car, whether they are in the pits or grandstand area, male or female. Verbal abuse, cursing or threatening another person will result in the ejection of violator and possible disqualification of car associated with it. Physical abuse will result in the ejection and probable arrest of the violator and disqualification of the car associated with it.

The possession of alcoholic beverages in the pit area is prohibited. Those under the influence of alcohol or drugs will not be allowed in the pits, and if found in the pits under such influence will be ejected. Drivers using or possessing alcohol or drugs will not be tolerated and if found doing so will be barred for the remainder of the season.

Available car numbers will be assigned to new Open Wheel Lite/Mod Lites cars only after technical inspection is completed by inspector and approved by officials.

Notice must be given to Speedway officials/Pit Steward of any driver change prior to an event. Failure to report driver change will result in car being disqualified and driver will not receive any purse money or points. Any driver starting the heat in a certain car must also start the feature in that same car. A driver change prior to the start of a feature event will result in the car starting at the rear of the field. A driver change during an event must be reported to the pit steward prior to the change.

SECTION 2 – PIT RULES

All drivers must line up their cars immediately in the staging area when called. If not lined up on time the driver will start at the rear of the field. It is the driver's responsibility to know his or her proper starting position. Rookies must start in the rear of the field for the first three races before they are allowed to draw a pill to compete.

Any driver that causes a delay in a race or the racing program is subject to disqualification.

No person, other than track officials is allowed on the track at any time during a caution or red flag. Any crew member or person going onto the track during a caution or red flag period to offer assistance in any way to a car and it appears to be at the drivers request or in any way with the driver's approval or encouragement will result in the car being penalized.

Drivers running at excessive speeds or in a dangerous manner within pit area will be disqualified from the event and will forfeit points for the event.

Complaint box will be at each race. All complaints must be placed in box with car number and name for Speedway officials to review.

SECTION 3 – RACE PROCEDURES

The pole position car will bring the field, at a moderate pace, to a designated spot on the racetrack, at which time the official will start the race. Leader must finish one lap under the green before it is considered an official start. If there is a yellow or red flag before the first official lap is completed, all cars will return to the original position for a complete restart. In the event the restart is yellow or red flagged before one lap is completed, the car or cars causing the condition will restart at the rear. Close up tight on restarts without touching the car in front of you. If you “jump or push a car” on a restart, you will be penalized under the no bumping rules. *This is subject to and controlled by the track officials.*

It is the responsibility of the lead car to set the pace on all restarts. Cars must be in single file. It is the driver’s responsibility to insure that they are lined up behind the car they were behind when the caution flag was displayed. The leader will bring the field, at a moderate pace, to a designated spot on the racetrack. When the leader accelerates and the yellow light goes out simultaneously, the green flag is displayed and the race will resume. Passing is again allowed. *This is subject to and controlled by the track officials.*

All cars that make contact and stop on the track as the result of an accident will restart at the rear. Any car or cars involved in bringing out the yellow or red period, whether making contact or not, will restart at the rear. Any car spinning out or stopping without making contact, in an attempt to avoid an accident that has already brought out the yellow, will restart in their original position. Any car appearing to make deliberate contact, which causes another car to spin out, will be restarted in the rear of the field. *This is subject to and controlled by track officials.*

Positions for heat races will be drawn by pill form. All cars must be present in order to draw a pill. The heat races will start according to pill draw. All features will start according to the heat race finish. Rookies will start at rear of field for 3 races before being allowed to draw a pill. All drivers must be at pill draw or have a non-member draw for you. All drivers must attend all drivers meetings or start at the rear of the field.

During races in which the caution laps are not counted, any car going into the pits will be allowed to restart at the rear of the field and not lose a lap provided the race has not been restarted and a lap completed.

After the yellow flag has been displayed, cars will be lined up on all restarts based on the last completed lap when the leader passed the start/finish line except for those cars causing the yellow condition.

Anytime a lapped car makes contact with the lead car and causes the lead car to spin out, the lead car, and only the lead car, will regain his position, provided the lead car does not enter the pits.

There will be no deliberate pushing, beating, banging or rough driving. Any violation of this rule will result in disqualification.

Bump and Run: There is absolutely no bumping allowed in an attempt to gain position. If a competitor initiates a bump and run they may be subject to any of the items listed below by track officials.

1. They may be penalized the number of position (s) gained on the final results.
2. Sent to the rear of the field.
3. Black flagged, disqualified and not receive payout.

Passing under the white line or “Bonzi Move”: Competitors under the white line and off the race surface going into a turn (unless forced) are subject to loss of position (s) gained.

Rough Driving – Any competitor who is intentionally rough driving in heat race or feature event will be penalized. The penalty will include: if there is a caution, the competitor will be lined up at the rear of the field. If there is no caution, the competitor will be penalized on the next caution. If there are no cautions, the competitor can be penalized up to five positions on their final feature standings. The only exception is, if the competitor rough driving on the last lap and the other competitor loses position(s), the competitor will be placed behind the finishing position of the competitor violated. If a competitor continues to rough driving throughout a feature after being warned, the competitor may be black-flagged, cannot return to the feature event and may be suspended or fined.

Conduct – Any conduct displayed by a competitor that is considered detrimental to the track and auto racing may be disqualified, fined and/or suspended.

Fighting– If anyone physically assaults another individual, the police will be notified which could result in arrests and a criminal record. If a competitor or crewmember enters another race team’s pit area with the intent to start a fight they may be subject to a fine and/or suspended.

WISE ADVICE – Do not fight and remain in your own pit area until emotions are controlled! Criminal charges could be pressed against you or a team member.

If the red flag is displayed, no person other than drivers and track officials are allowed on the track or past the pit wall.

Drivers must remain with their car anytime their car is on the racetrack and must assist the wrecker crew. Failure to assist the wrecker crew will result in disqualification of the car and driver from the remainder of the racing program.

All race procedures are subject to and controlled by the track officials.

SECTION 4 – HEATS AND SCORING

According to the speedway the amount of cars allowed on the track for practice will vary. Cars will enter the track at the direction of the pit steward.

A lap will be considered completed when the race leader crossed the start/finish line to close out the previous lap.

All drivers must sign in with Dwarf pit steward and draw a pill after completion of the first warm up session. Due to the pit steward's timeliness to report the line-up to the tower the cut-off time to draw a pill will be regulated by the track steward

All events (heat, features, etc.) will line up according to instructions by pit steward. Line-ups will be posted in the pit area. It is the responsibility of each team to be aware of their position and ready to enter the track on time.

All drivers must take their position and compete in their assigned heat race. Failure to do so will result in driver being scored as finishing in the last position for that event.

In the event a car is scratched prior to the start of the race, the next qualified car will assume that car's starting position. All other cars will move straight up. A driver may qualify only one car per event.

The track tower personnel will determine the final finish order of each event.

SECTION 5 – POINTS

| | |
|---|-------------------------|
| 1 st – 120 | non qualify - 50 |
| 2 nd – 114 | perfect attendance - 50 |
| 3 rd – 109 | |
| 4 th – 104 | |
| 5 th – 102 | |
| 6 th – 100 | |
| 7 th – 98 | |
| 8 th – 96 | |
| 9 th – 94 | |
| 10 th – 92 | |
| 11 th thru last steps down by 2 points | |

SECTION 6 – PAYOUTS

The payouts will be in accordance with the track agreements. The official finishing order provided by track officials will determine the payout for each race. All drivers and/or owner shall complete a Federal Tax Form w-9 prior to receiving any pay-out.

SECTION 7-OPEN WHEEL LITE BODY

The car body will be of 1928 to 1948 vintage, coupe, sedan, or truck. The coupe, sedan, or truck must have been in regular production from 1928 to 1948 only. No special purpose vehicles allowed. All Open Wheel Lite frames and roll cages, including firewall, doors and rear section framing must be fabricated as a single unit frame already forming the actual contour and dimensions of the finished body. *No wings or spoilers of any type shall be attached to the original contours of the body.*

No open top cars such as roadsters or convertibles. All dwarf cars must have full roof of metal construction. Enter and exit by doors only.

All cars will be of metal construction. No fiberglass, plastics, nylon etc. No aluminum frames or roll cages. Outer skins shall be a minimum of twenty six (26) gauge metal or aluminum. Fully enclosed firewall between engine and driver compartment is mandatory. This will be strictly enforced for your safety.

The cars will have no fenders, front or rear.

Doors and windows must retain stock appearance. Right and left doors must be operational. Right and left door may be shortened a maximum of six inches from bottom of the frame to allow for header, exhaust pipe or kick outs only. If you have a large window and your helmet can fit through the opening a window net is highly recommended.

Each car will have grill shell or simulated open radiator matching body style. Grill can be constructed of any composite material or metal.

Engine compartment must conform to scale of body length and must match contour of body where it meets right and left side body panels.

All frames will be made of .120 wall minimum tubing.

No engine transmission assembly may extend to rear more than twenty-one inches from center of front axle except separate transmission where transmission may be mounted in front of the driveshaft.

Front bumper no wider than thirty inches and should not extend more than eight inches forward of front tires. The bumper shall not be lower than four inches or higher than ten inches from the bottom.

Rear bumper no wider than fifty inches and should not exceed six inches out from extreme rear body panel. The bumper shall not be lower than four inches and not higher than ten inches from the bottom.

No body shall be over forty inches tall from bottom of outer edge to extreme top, including frame rail. No body shall be over forty-six inches tall from ground up to extreme top.

No body prior to 1940 including 1940 shall exceed thirty-six inches in width. No body 1941 or later shall exceed thirty-eight inches in width. To be measured at widest point of doorpost.

All bodies must have trunk access panel to conform to original bodylines.

Front suspension must not exceed tire height or extend rearward past the most forward panel of the firewall, except under frame rail where it cannot be seen from either side. All steering mechanisms must have safety fasteners such as cotter pins or self-locking nuts.

Rear suspension shall be able to run outside of body. Not to extend ahead of door opening or more than eighteen inches from centerline of rear axle housing forward. Construction must not take away from original bodylines.

Kick outs must be made from one inch tubing (maximum diameter one inch OD), with .83 wall tubing minimum. No solid pipe. No sheet attachments may be made to kick outs. They must be mounted in front of the rear axle only; a maximum of eighteen inches from axle to kick out. Also, there must be a three point mounting no more than eighteen inches above bottom of frame rail or lowest point. Kick outs must not extend out to either side past the tire tread or forward of the farthest point out striking a flat surface. Option: Full-length kick outs must have 3 point mounting a maximum eighteen inches from rear axle and forward to front door post or closer than four inches from front tire tread. It must be constructed in such a manner as to not interfere with door openings. Not to extend out past a line between front and rear tires.

Exhaust and headers must be installed as not to distract from a stock appearing hood, with the exception of side panels. Body style will never be impaired.

No glass of any kind will be permitted (excluding gauges). A ½ inch square mesh windscreen, 1/8 inch Lexan, or 4 bars .125 minimum is required.

Louvers allowed on hood only. Concave (inward) only. Louvers cannot distract from body style.

Mirrors and two-way radios are not allowed.

Positive lock system fasteners acceptable to the safety committee on right and left door.

Hood and trunk panel must be fastened securely by spring latch, bolt and nut or dzus fasteners. No self-tapping screws.

SECTION 7 a.- MOD LITE BODY

OVER ALL DIMENSIONS

A. 42" min 50" max from ground - total car height.

B. 124" maximum total length, bumper to bumper.

C. SIDES AND REAR QUARTER PANEL

1. 84" max - Door and rear quarter length.

D. 30" min 38" max - side height of rear quarter panel from the ground. 30" max height of quarter panel.

E. HOOD

1. 20" min 27" max - hood height excluding breather protectors (bottom of frame rail to top of hood). Ram air induction system prohibited. Rear of hood becomes part of windshield area rules. No part of nose section (in front of spindle centerline) may be wider than a maximum of 24". Hood may taper out to door panels at the rear.

F. ROOF PANEL

1. 40" min 48" max - length of roof panel. 36" min 42" max - width of roof. No part of roof panel may have more than 14° of angle rake. No deflector of any type on upper sides or rear of roof panel. Roof entrance hatch optional.

G. REAR UPPER QUARTER PANEL

1. 20" min 38" max rear upper side panel may contain plexiglass. Side panels may be no higher than 3" at the rear of the straight line of quarter panel top edge. Side panel may be no higher than an imaginary line from the rear edge of roof panel to 3" above the top edge of the rear quarter panel.

H. SIDE WINDOW

1. 18" min side opening length. 10" minimum side opening height front and rear.

I. INTERIOR

1. 46" min 50" max - width of rear shelf and body panels. Rear shelf may have no more than a 5 degree max rake and may not be concave or convex in design. No lips or spoilers of any kind. The rear frame area from the rear shelf downward a minimum of 16" must be completely enclosed the width of the frame. Louvers allowed, no holes.

J. ADDITIONAL INTERIOR SPECIFICATIONS

1. 36" min 56" max - length of right side pod area with max 30°. Left side pod may be altered for driver access.

2. Rear quarter distance from center of rear 20" min 30" max.

3. Cockpit cover with a max of ½” lip will be permitted providing the on/off cutoff switch is reachable from outside the car by safety personnel.
4. Deck lid height from ground 30” minimum, 36” maximum with NO rear lip extending upward.
5. Side pod may not extend rearward past the centerline of rear axle.
6. Body must be centered on chassis.
7. If windshield is used, it must be flat.
8. All body dimensions will be checked by tech + or – ½” unless otherwise specified.

SECTION 8 – ENGINES

Motorcycle engines only. No snowmobile engines. Engines must have been built by a factory for motorcycle installation only. Engines must be from a regular production motorcycle producer, producing five hundred units or more a year.

Engine must have been in production for two years. Example...2012 motor may be used in 2014, 2013 motor in 2015, and so on.

Engine size is limited to 1000 cc + 1% maximum.
No altering of factory stroke.

Engine must have all original parts operational such as transmission and clutch. Clutch and transmission must be in engine and gears operational. (*Charging system does not need to be operational and may be removed internally*)

Engine must be cooled by manufacturer’s intent. (*Extra fan or oil cooler accepted*)

All engines must be front mounted in stock location for model of car.

No auxiliary starters allowed. Must be able to start engine by original intent from factory

Stock ECU and fuel-injection. Engines to remain stock with the following exceptions:
Power commanders, Carburetors, non-stock exhaust and non-stock air cleaners may be used.

SECTION 9 – DRIVE SYSTEM

The drive system must be “drive shaft”.

Must drive rear wheels only. Quick-change rear ends are optional.

Any shaft, u-joint, jackshaft or fuel lines passing through drivers compartment must be enclosed with sufficient strength to protect driver in case of failure. Drive shaft must have on 360-degree loop near each end and one in the middle (3/16” x 2” steel). All drive shafts must be painted white or Day-Glo orange.

SECTION 10 – BRAKES – TIRES – WHEEL BASE

Must be at least a single brake operating each wheel. Any type steel automotive wheel.
Maximum eight-inch rim width.

Any 8” tread width tire that durometers 45 degrees cold.

Wheelbase is 73+/- 1 inches.

Complete car must be able to pass through a 60 5/8” opening or gauge.

SECTION 11 – FUEL

Any type of automotive gasoline is legal.

No nitrous oxide.

No Alcohol.

Fuel tank must be a fuel cell.

Fuel tank filler necks may not exceed beyond either side of bodyline and must be mounted behind driver.

Fuel tank cannot exceed a five-gallon capacity.

SECTION 12 –ELECTRICAL

Batteries must be securely mounted with a top restraint. No rubber.

All cars must have one, and only one, push/pull switch or toggle being the master switch. It must be on the dash painted “red” and be easily recognizable and reachable by the driver. All other switches must be of another type such as a toggle. A positive cut off switch for the battery located on the rear of the car and clearly marked off/on is also required.

SECTION 13 –BALLAST

Ballast must be securely bolted or welded. If bolted, must have drivers name or number on ballast. Bolted on ballast is limited to a maximum of sixty pounds per ballast and must be secured inside of frame rail only (no exceptions).

SECTION 14 –WEIGHT

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|------------------|--|
| Open Wheel Lites | Minimum 1240lbs after race with driver |
| Mod Lites | Minimum 1275lbs after race with driver |

SECTION 15 –SAFETY

Car inspection: All cars are subject to a safety inspection at any time or prior to taking part in any event. If the Chief Technical Inspectors deems a car has not met the track safety standards, that car will not be allowed to compete until the deficiencies are corrected. It is the responsibility of the driver, car owner and mechanic to have their car free from mechanical defect, in safe racing condition and properly inspected prior to an event.

No sharp edges or protruding objects which could endanger driver. All cut edges open to driver must be folded or molded. No sharp objects inside or outside car.

Seats and Seat Belts: Each car must be fitted with an approved safety release harness with an approved three inch, five point or six point racing harness. All points must be fastened to the frame or cage of car with minimum one-half inch grade 8” bolts or method approved by the harness manufacturer. All seat belts cannot be any older than four years from manufacturers date.

Helmets: Every driver is required to wear an approved racing helmet with a 2000 SA Snell rating or better. Drivers are also required to wear eye protection at all times. Motorcycle helmets will not be acceptable. A helmet restraint device is optional but highly recommended. A minimum of a neck collar is mandatory.

Driving Suit: Full coverage, one or two-piece fire suit is mandatory. Gloves are mandatory. Driving shoes, socks and undergarments are strongly recommended.

Rear wheel axle must have a positive means of attachment to prevent a rear wheel loss.

All cars are required to have a fully charged fire extinguisher mounted inside of car within easy reach of driver. Must be mounted with a bracket. Gauges must be working and up to date to show status. It is strongly recommended that each team should have a minimum, of two-pound fire extinguisher in the pit area.

SEAT: The driver’s seat should be high back aluminum or carbon fiber racing seat. The bottom of the seat will not be more than sixty-three inches back measured from upper ball joint. Seat may be tilted back for driver head clearance.

NUMBERS - LOGOS: Numbers must be on both doors, roof, and trunk. Must be a minimum of twelve inches in height and the width must be approximately two thirds of the height, except for number one. Numbers must also be on the passenger side front, minimum 2”, clearly visible from the front. No Roman Numerals. No more than three digit numbers allowed. Numbers must be clearly visible to scorers at all times. Numbers held for one year only. If car not raced that year driver can lose number.

SECTION 16 –INSPECTION RULES

All cars are to be approved by Speedway Technical Inspectors. All who race with Speedway will meet these strict and regulated requirements. Any matter relating to safety and technical requirements will be subject to the interpretation of the Board of Governors.

SECTION 17 –PROTEST RULES

Engine protest can be made by the first four positions only. (If Accredited Tech Inspector is available) Protest must be made no more than thirty minutes after finish of event. Must be made in cash or certified check in the amount of \$100.00. This fee goes directly to tech and is not reimbursed. Car must be re-inspected before next competition if it fails.

SECTION 18 –FLAG RULES

Any driver who does not obey the flag rules and/or lights will be subject to disqualification.

The following flags and definitions will be used during events:

GREEN FLAG – When the starter at the start of the race displays the green flag, racing begins. Drivers must take initial green flag to compete in the event.

YELLOW FLAG – The yellow flag signifies caution and this flag will be given to the first car past the flagman after an accident. After the yellow flag is displayed, cars must hold their position until either the green flag is again displayed or the red flag, which would immediately stop the race. Cars must slow down on all yellow flags. For the restart, cars will line up in the order in which they were running on the last completed lap previous to the caution.

RED FLAG – The red flag means that the race must be stopped immediately regardless of the position of the cars on the track. The red flag may be used if, in the opinion of the flagman, the track is unsafe to continue the race. Cars should be stopped, if possible, and kept on the racing surface. No work of any type will be allowed on the track or in the pits when the race is halted due to a red flag. Any work being performed in the pits must be halted until the race is restarted. Any car leaving the track under red flag conditions will take up at the rear of the field on restart.

BLACK FLAG – The black flag will be displayed to a driver for improper starting procedure after being warned once before, rough driving, un-sportsman like behavior or unsafe racecar due to mechanical or body/ tire damage. The black flag means that the driver must report to the pits, but does not mean immediate disqualification. When a driver receives a black flag he must leave the racing surface AS SOON as is safely possible. This means the driver should not continue to race.

WHITE FLAG – The white flag will be displayed to the leading driver at the beginning of the last lap of competition.

BLUE FLAG WITH YELLOW STRIPE – When this flag is displayed to a driver it means that the driver must move over and allow faster cars to pass. FOWL will follow local rules as to which side of the track is the slow side. When cars racing side by side are given the passing flag, the car on the outside will drop behind the inside car. Cars racing will not try to use lapping cars to their advantage, as dangerous racing situations can easily result. All cars receiving the move over flag will respond with gradual moves. Sudden moves can be dangerous for all on the track.

CHECKERED FLAG – The checkered flag indicates the end of the race.