



2012

CLASSIC DWARFS
MOD LITES

RULES of COMPETITION

As of January 1, 2012

LONESTAR DWARF CAR CLUB shall hereafter be referred to as **LSDCC** throughout the 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 **LSDCC** sanctioned events, all participants agree to abide by the rules that are listed below and agree to the **LSDCC director's** decision or penalties set forth by these rules.

*The race **directors** 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 **directors**. Their decision is final.*

GENERAL RULES

1. **LSDCC** race rules shall apply to all **LSDCC** sanctioned events. Driver must hold a current **LSDCC** competition license in order to compete in events and receive championship points and monies.
2. All **LSDCC** vehicles are subject to inspection at any time.
3. Approval of a **LSDCC** 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 **LSDCC** vehicle is guaranteed mechanically sound. Be it further declared that the inspector shall not be liable, nor shall the sanctioning body, for any mechanical failure not for any losses, injuries or death resulting from same.



SPECIFICATIONS

BODY STYLES

Any car specifications not covered in these body specs are subject to **LSDCC** interpretation. Any significant performance advantage will be addressed on an individual basis. **LSDCC** reserves the right to determine what constitutes an unfair advantage.

1. 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 body styles.
2. Modified appearing body style such as IMCA or DIRT modified. These are to be known as Modified Lite body styles.
3. All chassis specifications are the same for both body styles.

BODY REQUIREMENTS AND SPECIFICATIONS

CLASSIC MODIFIEDS

1. Body must be 5/8 scale, stock appearing. Maximum outside tire width 60", Cars must pass freely through a hoop 60 1/2" wide by 50" high, 73" wheelbase plus or minus 1".
2. Must have grill shell or simulated open radiator matching original body style, any material.
3. Doors, windows, and cowlings must retain stock appearance. Hood louvers allowed for cooling, but must maintain stock contours.
4. Engine compartment must conform to scale and match contour of body. Hole may be cut for breather clearance only. Ram air induction system prohibited.
5. Must have closed trunk lid or fully enclosed trunk access panel conforming to original bodylines. Louvers allowed no holes.
6. No fenders.
7. No wings or spoilers.
8. Ram air induction system prohibited.
 - * Body will be metal construction, 26-gauge steel or .040" aluminum minimum.
 - * Fiberglass or plastic grill shells **not** 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.

Classic Modified Overall Dimensions

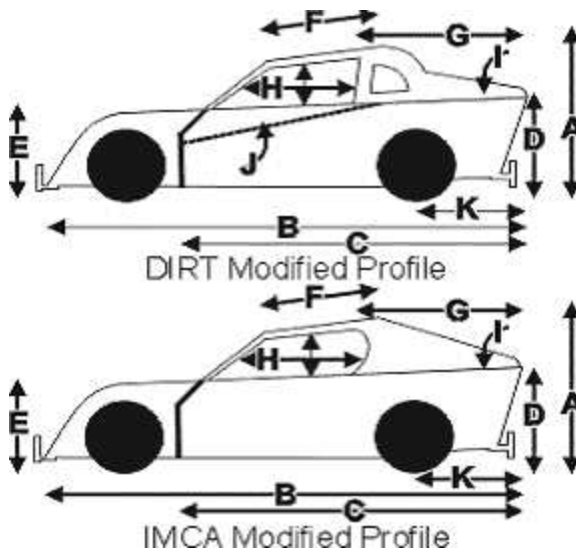
1. NO car over 50" tall, top to ground. Body height maximum 44", bottom edge to top (including frame rail).
2. Maximum body width: 38" Maximum frame width 34"; min 30"
3. Body contour must follow frame and roll cage. Roof hatch entrance allowed.
4. Frame ride height must not let car bottom out on track.
5. Drivers door must be operational and equipped with secure latch.



6. Fasteners on hood, trunk, or panels must be positive, locking type.
7. 124" maximum total length, bumper to bumper.
8. Kick outs or side nerf bars must be mounted at three points and run full length between tires. 1 1/4" max .125 wall thickness. Cannot stick out beyond 1" from the side of the tire.

MODIFIED LITE

The intent of these preceding specifications is to follow the bodyline and design of an exciting IMCA or DIRT modified racecar.



MODIFIED LITE OVERALL DIMENSIONS

1. 42" min 50" max from ground - total car height. (A)
2. 124" maximum total length, bumper to bumper. (B)

SIDES AND REAR QUARTER PANEL

1. 84" max - Door and rear quarter length. (C)
2. 30" min 38" max - side height of rear quarter panel from the ground. 30" max height of quarter panel.(D)

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. (E)



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. (F)

REAR UPPER QUARTER PANEL

1. 20" min 38" max rear upper side panel may contain Plexiglas. 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. (G)

SIDE WINDOW

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

INTERIOR

1. 46" min 50" max - width of rear shelf and body panels. Rear shelf may have no more than a 5° max rake and may not be concave or convex in design. 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. (I)

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 teched + or - ½" unless otherwise specified. (J)

WEIGHT

INITIAL WEIGHT REQUIREMENTS

(May be changed at Directors discretion)

1. Classic car with street tires 1200lbs
2. Classic car with race tires 1250lbs
3. Mod Lite with street tires 1250lbs
4. Mod Lite with race tires 1300lbs.

BUMPER DIMENSIONS

1. 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.



2. Rear maximum width 56" with 3 vertical bars. Bumper height 6" to 8" with 2-bar configuration. Ground to top of bumper: 12" minimum, 18" maximum. May not extend more than 8" behind rear body panels.
3. Bumpers must be hollow with max wall thickness of .125

FIREWALL

1. Firewall must be metal and must completely separate engine compartment from cockpit. Engine protruding into cockpit must be enclosed.

WINDSHIELD

1. Windshield must be Lexan, wire mesh, or protection bars. Lexan highly recommended when running asphalt. No Glass. All other cockpit areas must remain open. Deflectors may be used in front of driver. May be no wider than roll bar area.

NERF BARS

1. Full length nerf bars between front and rear tires mandatory. Maximum outside diameter of 1.25" and .125 maximum thickness, must be hollow and may not extend out beyond tread width more than 1" at the rear only.

SEAT

1. 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 63" 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 70" as measured above.

NUMBERS AND GRAPHICS

1. 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 line-ups. **Cartoon characters are part of the history of Dwarf Car racing and it is recommended that all cars have a cartoon character. All cars may carry the word "DWARF CAR". These words must be at least 2" high and must be on the body skin in plain sight. (OPTIONAL)**

WHEELS AND TIRES

1. Steel wheels only. Wheel diameter is limited to 13" only with rim width of 8" maximum.
2. All tires must duro 50 or above before race. New street tires (205-60-13 widest allowed) or Good year Racing tires (G-23 with a G50 compound) are permitted and preferred. ALL other tires must appear used and will be allowed until tires wear out (at the Directors discretion). Tread may be grooved in any manner. Tire



must not be altered in size. Tires may not be shaved or cambered. LSDCC durometer will be considered the official durometer to determine softness of compound.

3. Bead lock rims are optional.

ENGINE SPECIFICATIONS

“General Motor” Specifications:

1. Four cycle, four cylinders maximum only. Must have working transmission, clutch, and starter with all parts in place. Complete Clutch assembly must remain in engine. External reverse boxes allowed. No air controlled shifting devices.

2. Charging system optional. Battery powered ignition system only. Alternator cover allowed.

3. No auxiliary starters.

4. Engines must be front mounted in engine compartment.

5. 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.

6. No after market fuel injection, and no turbos. No nitro, or nitrous oxide. OEM fuel injection must remain stock.

7. Engine must be cooled by original intent. May use extra fan or oil cooler.

8. Engine exhaust must include muffler and exit rearward. All muffler devices must include baffles.

MUFFLER MUST MEET LOCAL TRACK REGULATIONS, (IF MANDATORY)

9. Aftermarket oil pans permitted.

**** With the interest of keeping an affordable and competitive racing association, the following engines will be illegal; BMW, and the Kawasaki ZX1200 / ZRX1200 family of motors.**

INJECTED MOTOR SPECIFICATIONS: 1000cc max. must be 2008 or older.

1. Must remain stock bore and stroke, stock rods and pistons and cams.

2. All head components must remain stock. Cams must be stock as per original equipment manufacturer (OEM) and must meet specs as per manufacturer.

3. ONLY OEM stock ignition system with OEM ECU box may be used. No fuel monitoring control devices allowed (i.e. TFI, Power Commanders, and etc.)

4. Engine must retain its stock fuel induction system. May run aftermarket air filters/headers.

5. Secondary butterflies may be removed.

6. No adjustable aftermarket cam sprockets, must be in the stock mounting round holes.

7. The intent is for all injected motors to remain stock.



8. All engines must be "STOCK OEM" (No interchanging, swapping or changing the specifications of any part)

CARBURETED MOTOR SPECIFICATIONS:

1. 1200cc (+1%) Maximum
2. No engine can be modified to be less than original stock configuration OEM specifications.
3. Must be in production for at least 2 years.
4. Aftermarket electronic engine components allowed. i.e. dyna
5. Carburetors and cams optional.
6. Porting, grinding, polishing or changing stock configuration of intake or exhaust ports allowed.
7. Carburetor boot must fasten directly to head in the stock intake port location
8. Header must attach directly to head in stock exhaust port location
9. Oiling system may not include a dry sump system.
10. Motor must have been intended to run carbs, no converted fi engines

ENGINE TECH PROCEDURES:

1. Cylinder cranking compression- minimum 100p.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.
2. Carburetors or Fuel Injection and all 4 spark plugs must be removed before checking compression.

BATTERY, FUEL SYSTEM

1. Battery and fuel pump must be mounted outside driver compartment. Battery must be secure and held with non- rubber strap. Electric fuel pump allowed.
2. Fuel cell mandatory, maximum 5 gallons, located in trunk.
3. Gasoline only, no fuel additives allowed. According to local preference.
4. Reinforced or steel braided line must be used in all high-pressure areas.
5. A direct manual cutoff switch wired to ground circuit will be installed on the right rear shelf or rear fire wall within 6" of the corner formed by the rear deck and rear fire wall. Switch will be located over the right shoulder of the driver. The emergency electrical cut off switch will be clearly located and marked.

DRIVE TRAIN

1. Must use steel drive shaft from transmission to automotive rear end. Minimum 2.50" x .083" or 2" x .120".
2. Quick change rear ends allowed with steel tubes only. (Toyota ratios only)
3. Drive shaft tunnel must have minimum of 2 (3 recommended) 360-degree



hoops between firewall and seat back. Must be fabricated of minimum .1875" X 1.5" steel bar. 1" X .095" steel tube highly recommended.

4. Rear must be locked or have a solid spool.

FRAME AND ROLL CAGE

1. 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.

2. Main frames will have a minimum of 3 cross members between firewall and back of seat fabricated of same material as frame rails. Alternate material may be steel angle, min. .125" X 1.5" X 2". Cross-bracing in floor under driver strongly recommended. Rear frame rails at rear roll bar must be 34" max and 30" minimum outside dimension. Rear roll bar must meet same dimension as the frame it is mounted to. Frame may taper forward of driver seat area. Front engine area frame width must be 24: max and 20" min outside dimension. Left and right frame rails must be the same + or - 1/2".

3. 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 driver's head.

4. 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 doorframe and minimum of 2 horizontal cross bars. 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.

5. 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

6. It is recommended that, if using rivets, body panels attach to tabs welded onto cage instead of drilling multiple holes into cage bars.

7. No down tube frame cars allowed. Any bars going from cowl area to snout must remain below the upper line of hood.

8. Classic pickups may have two (2) bars going from upper rear roll cage down to rear clip.

SUSPENSION

1. Front suspension must not extend rearward past the most forward panel of the firewall.

2. No Aluminum Spindles allowed.

3. Rear trailing arm/radius rod specifications:



4. Arms may have a maximum length of 30".
5. Torque-absorbing devices are **not** permitted.
6. Maximum 3 radius rods or 3 link suspension
7. Wheel offsets are allowed.
8. 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.
9. Coil-over shocks are the only allowable means of supporting the chassis. One shock and spring per wheel only. Shock and spring must remain as one unit.
10. Shocks must be of all-steel construction, non-adjustable type. May not be of a type that allows disassembly.

STEERING

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

BRAKES

1. All four wheels must have calipers and rotors.
2. Rotors and calipers:
3. Steel rotors mandatory, .250 minimum thickness.
4. Steel OEM calipers or aluminum calipers.
5. Cutting & scalloping of rotors will be allowed with no rotor surface being less than 3/4" in width.
6. Drilling of rotors is permitted.
7. Adjustable brake bias **allowed**, wheel shut offs **not** allowed.
8. Competition-type master cylinders allowed.

SAFETY EQUIPMENT

1. Fire bottle system **HIGHLY** recommended.
2. Driver uniform will consist of:
3. Fire suit (single layer minimum, one or two-piece).
4. Fireproof gloves.
5. Fireproof shoes.
6. Approved helmet with Snell 95 or higher.
7. Full-face helmet.
8. Head and neck restraint systems recommended.
9. Car must be equipped with 5-point safety harness, no more than 3 years old, with minimum of 3-inch belts.
10. Aluminum, high-backed racing seat mandatory.



11. Window nets, arm restraints and head & neck restraints HIGHLY recommended.
12. **NO two-way radios or any other means of driver communication permitted. One-way communication from officials only is allowed.**
13. **NO mirrors allowed.**

DRIVER QUALIFICATIONS

1. All drivers must be minimum of twelve (12) years of age. All drivers under 16 years of age **MUST** have a signed waiver by parent or guardian.

GENERAL REGULATIONS

1. 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 **LSDCC** and the decision is final. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH DEVIATION OF SPECIFICATIONS.**
2. No intoxicating spirits or controlled substances are to be consumed before or during race events by anyone entering the pit area of tracks.
3. **LSDCC** reserves the right to reject or allow entry of any driver or car.
4. Abuse or confrontation of any racetrack or **LSDCC director** and/or use of abusive language is strictly prohibited. **FAILURE TO ABIDE BY THIS RULE MAY RESULT IN SUSPENSION, LOSS OF POINTS, WINNINGS, RECORDS, AND/OR CASH FINE.**
5. Any disputes involving qualifying times, lap scoring, finishing position is under the jurisdiction of the hosting track officials. **LSDCC directors** will address winnings, points, or rules interpretations. Any disputes or discussions of this nature are to be held with **LSDCC directors** only.
6. **THE DRIVER ASSUMES RESPONSIBILITIES FOR THE ACTIONS OF THEIR PIT CREW AND GUESTS.**
7. Drivers, owners, and/or crew shall have no claims or actions of any kind against or cause of action for damages of any kind, expenses, or otherwise against **LSDCC**, any track owner, promoter, or official by reason of disqualification or damage to either car, driver, or both. This regulation shall be deemed a covenant not to sue made by each driver, owner, and/or crewmember



to **LSDCC**, any track owner, promoter, or official with respect to any alleged act or omission or agreement by any of them.

8. LSDCC or track officials at any time for safety, mechanical, or rules compliance may inspect any car.

9. ANY RULES OR REGULATIONS NOT COVERED IN THIS BOOKLET WILL BE DETERMINED ON A TIMELY BASIS BY LSDCC directors AND THE DECISION IS FINAL.

10. Any violations for LSDCC engine rules may result in loss of all accumulated points for the season and a one-year suspension for both owner and driver of said vehicle. The LSDCC Board of Directors will determine all additional penalties.

11. Effective date of these rules January 1, 2012.

MOTOR RACING IS A DANGEROUS SPORT AND MAY RESULT IN INJURY, BODILY HARM, OR DEATH.