

NORTHERN ARIZONA  
**NADCAR**  
DWARF CAR ASSOCIATION  
**2017 RULE BOOK**

The majority of these Dwarf Car rules have been in effect since 1984 when the Dwarf Car was introduced into the racing scene.

We realize there are very few affordable race cars left. One of our main *goals* is to keep a **Low Dollar Dwarf Car** that is *safe, legal* and *competitive*. A car that can race not only within our own association but with other associations at other tracks we choose to race at. Any rule changes will be to keep it that way or for safety reasons. By staying within the scope of this rule book, we hope the Dwarf Car will continue to remain an affordable race car division.

We also want to keep all Dwarf Car owners and drivers working together. In this way, we will make the Dwarf Car division one of the strongest racing associations in the nation. In order to do this, we need you and everyone you know with a Dwarf Car to help.

***It is the intent of the NADCAR Association to continue to keep it this way.***

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The following rules are for the NADCAR association. No pretense is made of having designed a fool proof set of rules and regulations. The spirit and intent of the rules are going to be the standard by which NADCAR will be guided. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum and maximum acceptable requirements for such events. These rules shall govern the condition of all events, and, by participating in these events, all are deemed to have complied with these rules. Officials of NADCAR will decide if any changes or design of any car is an attempt to beat the rules. They can and will act as they deem necessary if any entry is or shows a violation of the spirit or intent of these rules.

**If something is not mentioned in the following rules it does not make it legal. Before making any major changes contact a board member for approval**

The NADCAR officials, is made up of the four Board of Directors of NADCAR, INC. and the five elected members of the competition committee. All of these representatives will be in charge of interpreting and enforcing rules, regulation, and penalties within NADCAR Association to the best of their abilities and to represent NADCAR members fairly.

The board members accept and have the responsibility to make decisions in the best interest of the association.

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 participants, spectators or others directly or indirectly involved with this sport.

**GENERAL:**

**MEMBERSHIP:** MANDATORY MEMBERSHIP REQUIRED TO BELONG TO *NADCAR* AND TO RACE IN ANY *NADCAR* EVENT.

MEMBERSHIP FEE TO *NADCAR* IS \$40.00

NEW MEMBERSHIP IS FROM THE DATE OF PAYMENT THROUGH THE NEXT ANNUAL DRIVERS MEETING. AT THE END OF RACING SEASON. THE TOP 20 IN POINTS WILL EACH RECEIVE A PERCENTAGE OF THE TOTAL AMOUNT OF CHAMPIONSHIP FUNDS ACCUMULATED THROUGHOUT THE RACING SEASON BY *NADCAR*. HIS OR HER PERCENTAGE WILL BE DETERMINED BY THE TOTAL AMOUNT OF POINTS THEY HAVE RECEIVED DURING THE RACING SEASON.

PAYMENT OF THESE FUNDS CAN BE MADE AT THE ANNUAL BANQUET.

**\*\* IMPORTANT:** MEMBERS ARE NOT EMPLOYEES OF THE ASSOCIATION, BUT ARE INDEPENDENT CONTRACTORS, WHICH MEANS MEMBERS ARE RESPONSIBLE FOR ANY CHARGES, PREMIUMS OR TAXES IF ANY ARE PAYABLE ON ANY FUNDS THEY MAY RECEIVE AS A RESULT OF THEIR PARTICIPATION IN ANY EVENT AS A MEMBER OF *NADCAR*.

BY SUBMITTING HIS OR HER ENTRY APPLICATION AND/OR TAKING PART IN ANY RELATED ACTIVITY OR EVENT, A COMPETITOR AGREES TO ABIDE BY THE DECISIONS OF THE ASSOCIATION OFFICIALS RELATED TO THE EVENT AND AGREE THAT ALL DECISIONS ARE FINAL ONCE MADE. DECISIONS WILL NOT BE CHANGED ONCE THE MAJORITY OF THE BOARD MEMBERS AGREE WITH THAT DECISION.

**THE DRIVER SHALL BE RESPONSIBLE** FOR THE ACTIONS OF HIS/HER ENTIRE PIT CREW. THE DRIVER SHALL BE THE SOLE SPOKESMAN FOR HIS/HER CAR OWNER AND PIT CREW IN ANY AND ALL MATTERS PERTAINING TO THE RACE, AND ONLY THE DRIVER SHALL TAKE PART IN ANY ARBITRATION WITH THE ASSOCIATION OFFICIALS IN CHARGE.

**DRIVERS ARE RESPONSIBLE** FOR THE CONDUCT OF EVERYONE ASSOCIATED WITH THEIR CAR WHETHER THEY ARE IN THE PITS OR IN THE GRANDSTANDS. VERBAL ABUSE, CURSING OR THREATENING ANOTHER PERSON MAY RESULT IN EJECTION OF THE VIOLATOR AND A \$100.00 FINE FOR THE FIRST OFFENSE, AND POSSIBLE DISQUALIFICATION OF THE CAR ASSOCIATED WITH HIM OR HER. SECOND OFFENSE IS A FINE OF \$200.00 AND LOSS OF POINTS. THIRD OFFENSE IS \$500.00 FINE AND LOSS OF ALL POINTS AND DISQUALIFICATION FOR THE REMAINDER OF THE RACING SEASON. ANY PHYSICAL ABUSE WILL RESULT IN THE EJECTION AND PROBABLE ARREST OF THE VIOLATOR AND IMMEDIATE DISQUALIFICATION OF THE CAR ASSOCIATED WITH HIM OR HER. ANY AND ALL PENALTIES OR FINES GIVEN, WILL BE PAID BEFORE THE NEXT RACE DATE, AND BEFORE THE ASSOCIATION BOARD MEMBERS CAN CONSIDER THE RETURN OF THE DRIVER OR THE CAR INVOLVED IN THE VIOLATION.

THE DRIVER OR THE CAR ASSOCIATED WITH THE OFFENSE COULD BE DISQUALIFIED FOR A CERTAIN TIME PERIOD OR PERMANENTLY DISQUALIFIED FROM RACING WITH THE *NADCAR* ASSOCIATION.

SAID COMPETITOR ALSO AGREES THAT THE RACING AREA IS IN SAFE, RACEABLE AND USABLE CONDITION. ALL COMPETITORS ASSUME FULL RESPONSIBILITY FOR ANY AND ALL INJURIES INCLUDING DEATH AND PROPERTY DAMAGE, SUSTAINED BY THEMSELVES OR ANY PERSONS WITH THEM ANYTIME THEY ARE IN THE RACING AREA OR IN ROUTE TO OR FROM.

NOTICE MUST BE GIVEN TO THE OFFICIALS OF ANY DRIVER CHANGE PRIOR TO THE START OF THE EVENT. FAILURE TO DO SO WILL RESULT IN THE CAR BEING DISQUALIFIED AND THE DRIVER NOT RECEIVING ANY WINNINGS FROM THAT RACE. ANY OFFICIAL NOTIFICATION OF A DRIVER CHANGE WILL RESULT IN THAT CAR STARTING AT THE REAR OF THE FIELD FOR THAT

IMMEDIATE RACE.

**ALL CHANGES, DELETIONS, ADDITIONS OR MODIFYING** DONE TO THE RULES, WITH THE EXCEPTION OF SAFETY RULES, MUST BE DONE BY A MAJORITY VOTE OF THE MEMBERS IN GOOD STANDINGS WHO HAVE PARTICIPATED IN 25% OR MORE RACES. ALL MEMBERS MUST BE NOTIFIED AT LEAST ONE WEEK PRIOR TO ANY RULE VOTE BEING MADE (OTHER THEN SAFETY). THE ONLY TIME THAT A VOTE WILL BE MADE WILL BE DURING THE PRESEASON ANNUAL MEETING. THERE WILL BE ONLY ONE VOTE PER CAR ALL OTHER MEMBERS ASSOCIATED WITH THAT CAR MUST GIVE THE MEMBER VOTING FOR THEM THEIR VOTING OPINION SO THAT MEMBER MAY VOTE ACCORDINGLY. IF YOU ARE A BOARD MEMBER AND ALSO A DRIVER, YOU MAY VOTE ONLY ONE TIME PER VOTING DECISION MADE .

**ALL RULES** BEING VOTED INTO THE ASSOCIATION, WILL BE VOTED ON AT THE PRESEASON ANNUAL MEETING,(WITH THE EXCEPTION OF SAFETY RULES), WILL TAKE EFFECT (THAT YEAR) AT THE START OF THE RACING SEASON. NO RACES (for points)WILL BE ADDED TO THE SCHEDULE AFTER THE FIRST RACE OF THE SEASON HAS STARTED. **SAFETY RULES** WILL TAKE EFFECT IMMEDIATELY.

**ALL ROOKIE DRIVERS** (DEFINED AS-- TO BE DETERMINED BY THE BOARD MEMBERS.) WILL BE REQUIRED TO PLACE A FLAG, THAT WILL DRAW THE ATTENTION OF THE OTHER DRIVERS, ON THE BACK OF THEIR CAR DURING THE ENTIRE FIRST THREE RACES HE/SHE ATTENDS. ALL ROOKIES ARE ALSO REQUIRED TO TAG BOTH THE HEAT AND THE MAIN OF THE FIRST THREE RACES HE/SHE ATTENDS. IF THE BOARD DOES NOT FILL THE DRIVER IS READY TO START A RACE IN THE "PACK", THEY MAY HAVE THE ROOKIE DRIVER CONTINUE TO TAG THE FIELD UNTIL THEY ARE CONFIDENT IN THEIR ABILITY TO HANDLE THEIR CAR/TRUCK. IF A ROOKIE DRIVER IS COMING IN FROM ANOTHER AREA AND DOES NOT DISCLOSE THAT HE/SHE IS A ROOKIE, HE/SHE COULD BE PENALIZED BY RECEIVING LAST PLACE FOR THE NIGHT OF RACING OR COULD BE DISQUALIFIED COMPLETELY AND MAY ALSO RESULT IN NO POINTS OR PAY FOR THAT RACE. \*\*\* Please note Exception: if we are racing at a track that has other rules or requirements pertaining to the Rookie driver status we will have to follow that tracks rules or requirements.\*\*\*\*

ANY DRIVER WHO HAS NUMEROUS COMPLAINTS ABOUT HIS OR HER DRIVING ABILITY MAY BE REQUIRED TO TAG THE FIELD, UNTILL THE BOARD MEMBERS FILL HE/SHE HAS EARNED THE RIGHT TO START IN THEIR APPROPRIATE STARTING POSITION.

**HEAT RACE** LINE UP WILL BE DETERMINED BY PILL DRAW. CARS WILL BE ALTERNATED BETWEEN THE HEATS STARTING WITH THE HIGHEST PILL (\$5.00 per pill) BEING "1" IN THE FIRST HEAT ON DOWN TO THE LOWEST PILL DRAWN. i.e. 1-poll first heat, 2-poll second heat, 3-poll third heat, 4-outside front row first heat, 5-outside front row second heat, 6-outside front row third heat. \$1.00 WILL BE PAID TO THE TECH. INSPECTOR PER CAR INSPECTED.

DRIVER WILL RECEIVE POINTS FOR CAR/TRUCK SIGNED IN AT PILL DRAW ONLY.( NO CHANGING CAR/TRUCK FROM HEAT RACE TO MAIN / NO BACK UP CAR CAN BE USED.)

**MAIN EVENT** LINE UP WILL HAVE 1/2 HALF OF THE FIELD INVERTED, BASED ON DRIVERS POINTS AVERAGE UP TO THAT DATE. i.e. If there is twenty cars in the main, half would be ten cars which will form five rows. The top ten cars (first five rows) would then be inverted high points to low points, with the lower points percentage starting in the poll position. The winner of the previous main event would start in the rear of the inversion regardless of their point standings, if said driver placed within the inversion on that nights race.

## **PROTESTS:**

IF A DRIVER DISAGREES WITH THE RESULTS OF HIS/HER POSITION FINISH, HE/SHE MAY GIVE A VERBAL PROTEST WITHIN 10 MINUTES AFTER THE POSTED FINISH OF THE RACE. IF THE DRIVER GIVES THIS PROTEST HE WILL ACCEPT THE DECISION MADE BY THE BOARD MEMBERS AS A FINAL DECISION AND WILL NOT TAKE ANY FURTHER ACTION IN REGARDS TO THE POSITION FINISH.

ALL OTHER PROTESTS SUCH AS CONDUCT OR TECH PROBLEMS MUST BE DONE IN WRITING AND SUBMITTED TO ANY OF THE BOARD MEMBERS, ALONG WITH A \$50.00 PROTEST FEE, OR \$250.00 FOR ENGINE TEAR DOWN WITHIN 20 MINUTES AFTER THE POSTED FINISH. THE BOARD MEMBERS WILL HAVE 7 DAYS TO RESPOND TO THE PROTEST. IF IT IS A VALID PROTEST THE DRIVER PROTESTING WILL RECEIVE HIS/HER \$50.00/\$250.00 AND ACTION WILL BE TAKEN IN REGARDS TO THE PROTEST. IF THE PROTEST WAS INVALID, THE DRIVER PROTESTING WILL NOT BE GIVEN HIS \$50.00/\$250.00 PROTEST FEE BACK AND NO ACTION WILL BE TAKEN. THE \$50.00 PROTEST FEE WILL THEN BE PUT INTO THE END OF SEASON POINTS FUND. THE \$250.00 TEAR DOWN FEE WILL BE GIVEN TO THE PROTESTED DRIVER.

ANY DRIVER REFUSING A PROTEST WILL LOSE ALL POINTS AND PAYOUT FOR THAT RACE EVENT. THE CAR/TRUCK WILL NOT BE ALLOWED TO COMPETE UNTILL A COMPLETE RE-INSPECTION IS FINISHED AND THE CAR/TRUCK IS OKED FOR RACING BY THE BOARD MEMBERSHIP.

ALL DISQUALIFICATION WILL RESULT IN THE LOSE OF POINTS AND MONEY FOR THAT NIGHTS RACING EVENT AND CAN NOT BE USED AS A THROW OUT RACE AT THE END OF THE SEASON, IF ANY ARE AVAILABLE.

**ALL DECISIONS MADE BY THE STAFF ARE FINIAL.**

ALL FINES PAID BY DRIVERS ARE PLACED INTO THE END OF YEAR POINT PAYOUT FUND.

## **TROPHY DASH:**

ALL DRIVERS HAVE THE OPTION TO RUN IN THE TROPHY DASH. THEY ARE NOT REQUIRED. ONLY THE ASSOCIATION MEMBERS THAT SHOW FOR RACE WILL BE IN THE TROPHY DASH.

TROPHY DASHES WILL START WITH THE HIGHEST IN POINTS AND CONTINUE DOWN TO THE LOWEST IN POINTS.

DRIVERS WHO HAVE WON A TROPHY DASH ARE NOT ELIGIBLE TO RUN IN ANOTHER TROPHY DASH UNTIL ALL MEMBERS HAVE WON A TROPHY DASH. EXCEPTIONS ARE, WE DO NOT HAVE ENOUGH MEMBERS SHOW UP THAT HAVE NOT WON OR WE ARE DOWN TO THE LAST THREE DRIVERS THAT HAVE NOT WON A TROPHY DASH.

## **YELLOW FLAG/SPIN RULE:**

CARS CAUSING A YELLOW FLAG WILL BE SENT TO THE BACK OF THE PACK. IF A CAR IS INVOLVED IN BRINGING OUT A YELLOW FLAG FOR THE SECOND TIME IN A RACE, THAT CAR WILL BE BLACK FLAGGED AND SENT TO THE PITS. IF THERE IS A QUESTION ABOUT WHO IS INVOLVED IN A YELLOW FLAG, WATCH THE TRACK FLAGMAN OR OFFICIALS.

**CLASSIFICATION:**

THERE WILL BE NO SPECIAL CLASS OF CARS OR TRUCKS. ALL OVAL TRACK DWARF CARS OR TRUCKS WILL RUN UNDER THE SAME COMPETITION CLASSIFICATION

**MEMBERSHIP POINTS:**

ALL MEMBERS WILL RECEIVE AT LEAST FIVE POINTS FOR SHOWING UP AND STARTING THE PARTICIPATION IN THE RACING EVENT IF THEY DO NOT MAKE IT INTO THE MAIN EVENT. IF YOU DO NOT MAKE THE HEAT RACES BUT PARTICIPATE IN THE MAIN, YOU WILL ONLY RECEIVE POINTS FOR THE POSITION YOU FINISH IN THE MAIN. IF YOU PARTICIPATE IN THE HEAT RACES BUT DO NOT MAKE IT INTO THE MAIN, YOU WILL RECEIVE POINTS FOR THE POSITION YOU FINISH IN THE HEAT . POINTS CHAMPION WILL BE DETERMENED BY A BEST OF RACE SYSTEM. A PERCENTAGE OF THE TOTAL RACES SCHEDULED WILL BE USED TO SET THE AMOUNT OF RACES USED FOR THE CHAMPIONSHIP. (IE. YOUR BEST 15 FINISHES FOR A 20 RACE SEASON WILL BE COUNTED AND THIS WILL DETERMEN YOUR POINTS FOR THE YEAR AND THE FINISHING CHAMPIONSHIP RANKINGS.)

**POINTS STRUCTURE**

HEAT RACES		MAIN EVENTS	
1ST	20PTS	1ST	60PTS
2ND	18PTS	13TH	27PTS
3RD	16PTS	14TH	25PTS
4TH	14PTS	15TH	23PTS
5TH	12PTS	16TH	21PTS
6TH	10PTS	17TH	19PTS
7TH	8PTS	18TH	17PTS
8TH	6PTS	19TH	15PTS
9TH	4PTS	20TH	13PTS
10TH	2PTS	21ST	11PTS
11TH	1PT	22ND	9PTS
12TH	1PT	23RD	7PTS
		24TH	5PTS

ROOKIE OF THE YEAR, SPORTSMAN OF THE YEAR, AND ALL OTHER AWARDS WILL BE GIVEN AT THE END OF THE YEAR. THESE AWARDS WILL BE DECIDED BY THE BOARD MEMBERS AND GIVEN TO CURRENT MEMBERS OF GOOD STANDINGS.

**RACE NIGHT REQUIREMENTS:**

AT THE BEGINNING OF RACE NIGHT, ALL CARS MUST HAVE ALL BODY PARTS INTACT. NO CARS MAY RUN WITHOUT HOOD. TRUNK MUST BE HELD CLOSED BY LATCHES, THEY MAY NOT HANG OPEN. ALL CARS OR TRUCKS WILL COMPLY WITH THE RULES OF NADCAR AT THE START OF EACH EVENT.

**TECH INSPECTION:**

THE CLUB WILL ASSEMBLE A TECH COMMITTEE OF 4-5 PERSONS TO REVIEW CONCERNS ON SPECIFIC VEHICLES AND PRESENT TO BOARD MEMBERS. ANY COMMITTEE MEMBER HAVING CONFLICT OF INTEREST WITH A PARTICULAR VEHICLE WOULD BE EXCUSED FROM ANY DECISION MADE ON THAT VEHICLE.

ALL CARS/TRUCKS WILL BE TECHED AT THE START OF THE SEASON, BEFORE BEING ALLOWED TO RACE, AND MAY BE TECHED AT ANY TIME DURING RACING EVENTS. ALL

CARS/TRUCKS MAKING A NADCAR EVENT FOR THE FIRST TIME WILL BE TECHED BEFORE BEING ALLOWED TO RACE.

THE TOP FIVE FINISHERS OF EACH MAIN EVENT MUST REPORT TO THE TECH AREA BEFORE GOING TO THEIR PIT.

IF SCALES ARE AVAILABLE, ALL CARS WILL BE WEIGHED, AT LEAST ONCE, IF NOT MORE, DURING THE RACING SEASON.

THE TOP FIVE FINISHERS OF EACH MAIN EVENT WILL BE WEIGHED IF SCALES ARE AVAILABLE. (see weight requirement located in rules).

THE TECH INSPECTOR MAY DISQUALIFY, ONLY AFTER DISCUSSING WITH THE BOARD MEMBERS, ANY CAR FOR NOT MEETING THESE REQUIREMENTS

### **BODY REQUIREMENTS:**

1. CARS AND TRUCKS WILL BE REPLICAS OF A FACTORY STOCK, AMERICAN MADE 1928 TO 1948 VINTAGE COUPE, SEDAN OR TRUCK. THEY MUST BE PRODUCTION CARS AND TRUCKS ONLY. NO PROTOTYPE BODY STYLES, FOREIGN MAKES, PANELS, STATION WAGONS, OR WOODIES . NO OPEN TOP CARS, ROADSTERS OR CONVERTIBLES WITH A FABRICATED ROOF OR "T" TOPS. ALL CARS AND TRUCKS MUST HAVE A FULL METAL ROOF. ALL TRUCKS REQUIREMENTS ARE TO BE THE SAME AS CAR REQUIREMENTS.

2. ALL FRAMES AND ROLL CAGES, INCLUDING COWLING, FIREWALL, DOORS, ROOF, AND REAR SECTION FRAMING, MUST BE FABRICATED AS A SINGLE UNIT FORMING THE ACTUAL CONTOUR AND DIMENSIONS OF THE FINISHED BODY. BODY MUST BE SKINNED TO MATCH FRAMING. (i.e. 3-window coupe frame must be skinned as a 3-window coupe not as a 5-window coupe.) ALL ROLL CAGE BRACING MUST BE PERMANENTLY WELDED.

3. NO FENDERS, FRONT OR REAR. NO 1/2 FENDERS OR MOTORCYCLE TYPE FENDERS. NO STRUCTURE OF ANY KIND TO SIMULATE OR ACT AS A FENDER.

4. CAR WILL BE OF ALL METAL CONSTRUCTION. NO FIBERGLASS, PLASTIC, NYLON, ECT. NO ALUMINUM TO BE USED FOR FRAME OR ROLL CAGES. OUTER SKIN SHALL BE A MINIMUM OF 26 GAUGE STEEL OR ALUMINUM OF EQUAL DURABILITY. SKIN MUST BE RIVETED, SPOT WELDED OR USE OF DZUS FASTENERS NOT MORE THAN 12" BETWEEN ATTACHED POINTS. NO SELF TAPPING SCREWS ALLOWED TO SECURE SKIN. SKIN MAY NOT BULGE OR GAP BETWEEN ANY ATTACHING POINTS. SKIN IS TO BE ATTACHED NEAR THE OUTSIDE PERIMETER OF EACH PANEL WHERE IT MEETS THE ROLL CAGE, FIREWALL, OR TRUNK FRAMING. ANY BODY PANELS COMING LOOSE OR FALLING OFF WILL BE RESULT IN A BLACK FLAG BEING USED TO REMOVE CAR/TRUCK FOR REPAIRS OR REPLACEMENT OF PANEL.

5. TRUNK OR REAR ACCESS PANEL MAY NOT BE 100% REMOVABLE

6. FIREWALL OF .040 THICKNESS IS MANDATORY BETWEEN ENGINE AND MANNED COMPARTMENT, AS WELL AS BETWEEN TRUNK AREA AND COCKPIT. ALSO MUST HAVE A COMPLETE FRONT AND REAR FIREWALL SEPARATING ENGINE AND TRUNK FROM MANNED COMPARTMENT.

7. DOORS AND WINDOWS MUST REMAIN STOCK IN APPEARANCE AND LOCATION. WINDOWS AND DOORS MUST BE NEAR EXACT SCALED SIZE, SHAPE, AND LOCATION. RIGHT AND LEFT DOORS MUST ALLOW PASSAGE AND MUST BE HINGED AS

TO OPEN IN THE SAME MANNER AS THE ORIGINAL FACTORY MODEL BEING REPLICATED. ACCESS INTO AND OUT OF COCKPIT IS THROUGH DOORS ONLY. TRUNK OR REAR ACCESS PANELS, (on cars without a factory trunk), DOORS, HOOD AND BODY PANELS MUST CONFORM TO (match) BODY STYLE. NO WINGS, SPOILERS, AIR DAMS OR SIDE WINDOW INSERTS.

8. DOOR OPENINGS MUST HAVE SUPPORTS WELDED TO THE INSIDE OF THE FRONT AND REAR DOOR POSTS TO PREVENT THE DOOR FROM BEING PUSHED INTO THE BODY UPON IMPACT. DOORS MUST HAVE A POSITIVE LOCKING DEVICE SO AS TO NOT OPEN FROM VIBRATION OR UPSET AND MUST NOT JAM IF DOOR IS DAMAGED. LATCHES MUST BE PLACED HIGH ENOUGH ON THE DOOR SO AS TO BE EASILY REACHED FROM OUTSIDE THE CAR. BOTH DOORS MUST HAVE AT LEAST TWO BARS MINIMUM OF .065" X .075" OD TUBING WELDED THROUGH THE MIDSECTION OF THE DOOR FRAME. THE BAR SUPPORTING THE DRIVESHAFT TUNNEL MAY COUNT AS ONE OF THESE BARS, BUT ONLY ON THE DRIVESHAFT SIDE.

9. HOOD MUST BE FASTENED SECURELY BY SPRING LATCH. BOLT AND NUT OR DZUS FASTENERS. NO SELF-TAPPING SCREWS ALLOWED.

10. EACH CAR WILL HAVE A GRILL SHELL AND SIMULATED GRILL MATCHING ITS BODY STYLE, OR A SIMULATED RADIATOR AND VERTICAL LOOP MOUNTING BAR MOUNTED IN NEAR ORIGINAL LOCATION. ALL CARS MUST HAVE A HOOD TO MATCH SIMULATED RADIATOR OR GRILL SHELL SIZE AND BODY STYLE SO AS TO NOT DETRACT FROM THE OVERALL APPEARANCE OF THE CAR. NO GRILL REQUIRED IF SIMULATED RADIATOR IS USED. A FUNCTIONAL RADIATOR MAY BE MOUNTED IN THE TRUNK AREA.

11. ENGINE COMPARTMENT MUST CONFORM TO SCALE OF BODY LENGTH AND MUST MATCH CONTOUR OF BODY WHERE IT MEETS THE RIGHT AND LEFT SIDE BODY PANELS. OUTER SKIN OF FIREWALL OR COWLING MUST BE STOCK APPEARING IN SIZE AND SHAPE. ONLY INNER PANELS MAY BE ALTERED.

12. NO BODY SHALL BE OVER 44" TALL MEASURED FROM BOTTOM OF OUTER EDGE OF FRAME TO EXTREME TOP. NO BODY SHALL BE OVER 52" TALL FROM GROUND TO EXTREME TOP, LOADED, UNLOADED, WITH OR WITHOUT DRIVER. CAR MUST BE WITHIN THESE MEASUREMENTS AT ALL TIMES. ROOF MAY HAVE A SLOPE OF 4 DEGREE MAX.

13. NO VINTAGE CAR BODY SHALL EXCEED 38" IN WIDTH. MEASURED AT THE WIDEST POINT, (usually the rear door posts).

14. NO GLASS, PLEXIGLAS, OR FIBERGLASS WILL BE PERMITTED AS WINDOWS. A 1/2" SQUARE MESH WINDSCREEN IS REQUIRED IN PLACE OF FRONT WINDOW ONLY. A MUD DEFLECTOR MADE OF LEXAN MAY BE ATTACHED TO THE BOTTOM OR TOP OF WIND SCREEN, NO MORE THEN 4 INCHES HIGH AND THE WIDTH OF WIND SCREEN.

15. ANY SUSPENSION MOUNTS OR COMPONENTS IN COCKPIT MUST BE SHIELDED FROM DRIVER. NO SHARP EDGES OR PROTRUSIONS ALLOWED INSIDE OR OUTSIDE OF CAR. ALL EXPOSED SHEET METAL EDGES MUST BE FOLDED OR COVERED WITH A MOLDING INCLUDING ALL FOUR EDGES OF THE DOOR SKIN AND WINDOW OPENINGS. THIS DOES NOT INCLUDE FRONT AND REAR EDGES OF THE HOOD, TRUNK, OR REAR ACCESS PANELS.

16. ALL MAIN FRAME RAILS, INCLUDING DOOR POSTS (B PILLAR) WILL BE MADE OF 1" X 2" RECTANGULAR TUBING WITH A MINIMUM OF .120" WALL THICKNESS. MAIN FRAME RAILS BEING LOWER RAILS RUNNING FROM EXTREME FRONT TO EXTREME REAR NOT INCLUDING CROSSMEMBERS. NO ROUND, OVAL, OR SQUARE TUBING IN LOWER SIDE MAIN FRAME RAILS.

THERE WILL BE A MINIMUM OF THREE CROSSMEMBERS IN THE MANNED COMPARTMENT, (one at the foreword end, one at the rear, and one near the center). CROSSMEMBERS WILL BE MADE OF STEEL ONLY WITH A MINIMUM OF .120" WALL THICKNESS. CROSSMEMBERS MAY BE ROUND, SQUARE, OVAL, OR ANGLE. NO ALUMINUM ALLOWED IN FRAME OR ROLL CAGE. ROLL CAGE WILL BE 1-1/4" OR 1-1/2" MILD STEEL TUBING .(WALL THICKNESS. .095" STRONGLY RECOMMENDED)

### **KICK-OUTS / NERF BARS & BUMPER REQUIREMENTS:**

17. KICK-OUTS MUST BE MOUNTED IN FRONT OF THE REAR AXLE ONLY. A MAXIMUM OF 18" FROM FRONT OF REAR AXLE TO REAR KICK-OUT MOUNT. MUST USE THREE-POINT MOUNTING, WITH NO MORE THAN 18" CENTER TO CENTER OF THE TWO LOWER MOUNTING POINTS AND THE TOP MOUNT NO MORE THAN 18" ABOVE BOTTOM OF FRAME RAIL OR LOWEST FORWARD MOUNTING POINT. FULL LENGTH NERFBARS ARE ALLOWED, NERFBARS MUST BE NO WIDER THAN THE TIRE WIDTH.

KICK-OUTS / NERFBAR AND BUMPERS WILL BE .065 TO .095 WALL , 1in. ROUND TUBING. TUBING CAN NOT BE FILLED WITH ANY TYPE OF FILLER MATERIAL. THEY MUST BE HOLLOW.

18. FRONT BUMPER MUST BE A MINIMUM OF 24" BUT NO WIDER THAN 30", AND NOT LESS THAN 6" HIGH, AND MUST NOT EXTEND MORE THAN 6" FORWARD OF FRONT TIRES. BUMPER ATTACHMENT MATERIAL MAY BE A MINIMUM OF .065" WALL THICKNESS. FRONT AND REAR BUMPERS MUST BE AT LEAST 4" OFF THE GROUND, NO MORE THAN 14" ABOVE GROUND AND A MINIMUM OF 6" HIGH. BUMPERS MUST BE ROUNDED ON BOTH ENDS. NO SHARP POINTS.

19. REAR BUMPER MUST BE A MINIMUM OF 38" BUT NO WIDER THAN 50", AND MUST NOT EXTEND MORE THAN 6" BEYOND EXTREME REAR BODY PANEL. NO MORE THAN 8" IF CAR HAS A SIMULATED FUEL TANK. A LOOP MAY BE ADDED TO REAR BUMPER , NO MORE THEN 4 INCHES HIGH MEASURED FROM TOP OF REAR BUMPER AND NO WIDER THEN THE CARS BODY, TO HELP PROTECT THE FUEL CELL AND REAR DECK LID. BUMPERS MUST BE ROUNDED ON BOTH ENDS. NO SHARP POINTS.

### **SUSPENSION (FRONT & REAR) REQUIREMENTS:**

20. NO PART OF THE FRONT SUSPENSION SUCH AS, BUT NOT LIMITED TO, SHOCK TOWERS MAY EXCEED TIRE HEIGHT OR EXTEND REARWARD PAST THE FORWARD MOST PANEL OF THE FIREWALL, EXCEPT UNDER FRAME RAIL WHERE IT CANNOT BE SEEN FROM EITHER SIDE OF CAR. COIL OVER SUSPENSION ONLY. NO SWAY BARS FRONT OR REAR WILL BE ALLOWED.

20a. SPIDLES, A-ARMS, REAR AXLE HOUSING AND ROTORS MUST BE MADE OF STEEL. HUBS, RADIOUS RODS, CONTROL ARMS AND TIE RODS MAY BE ALUMINUM.

21. STRAIGHT FRONT AXLES ARE NOT ALLOWED .

22. ALL STEERING MECHANISMS MUST HAVE SAFETY FASTENERS, SUCH AS COTTER PINS AND/OR SELF-LOCKING NUTS.

23. REAR TRAILING ARMS MOUNTED OUTSIDE BODY WILL NOT EXTENED PAST REAR DOOR POST (B PILLAR). NO TRACTION DEVISE ALLOWED ON THE REAR END (ie RUBBER BISCUIT, TRACTION BARS,SPRING LOADED TRAILING ARM, OR SWAY BARS).3 LINK REAR SUSPENSION ONLY. ALL BARS WILL BE MOUNTED FORWARD OF THE REAR HOUSING WHERE MOUNTED TO THE CHASSIS/FRAME. SINGLE PAN HARD BAR IS ALLOWED. NO WATTS LINK, JACOBS LADDER, Z LINK, FOUR BAR, FLEXIBLE TRAILING ARM OR OTHER TYPE BAR CONFIGURATION. SOLID MOUNTING ONLY.



24. NO ELECTRIC, HYDRAULIC, OR AIR ADJUSTABLE WEIGHT JACKS ALLOWED. MANUAL COIL ADJUSTERS ALLOWED SO LONG AS THERE ARE NO ADJUSTING MECHANISMS IN COCKPIT OR WITHIN REACH OF THE DRIVER.

25. HYDRAULIC OR GAS CHARGED AUTOMOTIVE TYPE STEEL SHOCKS ONLY. LIMIT OF ONE SHOCK PER WHEEL, FOUR SHOCKS PER CAR MAXIMUM.

**ENGINE REQUIREMENTS:**

26. MOTORCYCLE ENGINES ONLY. NO SNOWMOBILE OR OTHER SPECIAL APPLICATION ENGINES ALLOWED. ENGINES MUST HAVE BEEN BUILT ORIGINALLY BY THE FACTORY FOR A PRODUCTION RUN OF 500 OR MORE . SERIAL NUMBERS MUST BE LEFT UNMARKED FOR DATE VERIFICATION. NO BLOWERS OR FUEL INJECTED CONVERTED TO CARBURATED MOTORS.

26a **Carburated Motors**

MAKE/MODEL MUST BE AT LEAST TWO YEARS OLD AT THE BEGINNING OF THE CURRENT SEASON. ENGINE SIZE IS LIMITED TO A MAXIMUM OF 1250cc's FOR ALL AIR COOLED MOTORS AND 1220 cc FOR ALL OIL OR WATER COOLED MOTORS.

26b. **Fuel Injected**

SUZUKI GSX-R 1000	2008 AND OLDER
KAWASAKI ZX10	2007 AND OLDER
YAMAHA R1	2008 AND OLDER
HONDA	2008 AND OLDER

MOTOR MUST BE STOCK, OEM IGNITION ONLY. FUEL PUMP SHUT OFF IS MANDATORY. AIR BOX MUST BE UNDER HOOD, AND OIL PAN MAY BE MODIFIED FOR GROUND CLEARANCE AND OILING. ( FIRE SUPPRESSION SYSTEM IS STRONGLY RECOMMENDED )

AIR FILTER MAY PASS THUR HOOD, NO HIGHER THEN 3 INCHS. MEASURED HORIZONTAL FROM GRILL SHELL TO FRONT COWL. NO RAISED HOODS ALLOWED.

27. ENGINE MUST HAVE ALL PARTS OPERATIONAL SUCH AS THE TRANSMISSION AND CLUTCH. CHARGING SYSTEM MAY BE MODIFIED OR REMOVED. ALTERNATOR CASE MAY ALSO BE REMOVED.

28. NO AIR, ELECTRIC OR AUTOMATIC SHIFTERS ALLOWED. MANUAL SHIFT ONLY.

29. ENGINE MUST BE COOLED BY MANUFACTURERS INTENT. NO ADDED WATER JACKETS OF ANY KIND. EXTRA FANS OR OIL COOLERS ARE ACCEPTABLE AS ARE LARGER THAN STOCK RADIATORS AS LONG AS THEY DO NOT DETRACT FROM THE NEAT APPEARANCE OF THE CAR.

30. NO RADIATORS OR OIL COOLERS WILL BE MOUNTED IN THE MANNED COMPARTMENT OR ON THE REAR DECK. RADIATOR MAY BE MOUNTED IN THE TRUNK AREA.

31. ALL ENGINES MUST BY MOUNTED IN THE STOCK LOCATION OF THE MODEL OF CAR BEING REPLICATED. ENGINE MAY NOT EXTEND MORE THAN 12" TO EITHER SIDE OF THE CARS CENTERLINE. THE SQUARE OF THE ENGINE MAY NOT EXTEND REARWARD MORE THAN 17" FROM THE FRONT AXLE CENTERLINE. NO PART OF THE ENGINE OR TRANSMISSION MAY EXTEND REARWARD MORE THAN 21" FROM THE FRONT AXLE CENTERLINE. THE SQUARE OF THE ENGINE IS USUALLY DETERMINED BY THE STOCK

CYLINDER FINS FOR THE SIDES, TAPPET COVER SEAM FOR THE FRONT, AND THE REAR OF THE TRANSMISSION CASE FOR THE BACK. IF ENGINE EXTENDS INTO MANNED COMPARTMENT IT MUST HAVE A FIREWALL PLACED OVER IT, BOLTED AND SEALED TO THE EXISTING FRONT FIREWALL.

32. ENGINE MUST BE ELECTRIC START BY MANUFACTURERS INTENT.

33. **ENGINE CLAIM NO CLAIM ON SEALED ENGINES**. THERE WILL BE A \$1800.00 ENGINE CLAIM, THE CLAIM IS FOR THE ENGINE ONLY. THIS DOES NOT INCLUDE CARBS ,HEADER, IGNITION BOX (BLACK BOX), COILS, PLUG WIRES, OIL COOLERS, RADIATORS, ETC..... NO COVERS WILL BE REMOVED. INCLUDING OIL PAN, VALVE COVER, CLUTCH COVER, OR PICK-UP COVER. POINTS OR PICK-UPS WILL GO WITH MOTOR. ONLY ENGINES FINISHING IN THE TOP FIVE(5) WILL BE ELIGIBLE FOR CLAIM. THESE DRIVERS ARE REQUIRED TO REPORT TO THE TECH AREA, FAILURE TO DO SO WILL RESULT IN DISQUALIFICATION, LOSS OF POINTS, MONEY AND ENGINE IS STILL CLAIMABLE. ONLY DRIVERS WHO HAVE RAN 2 PREVIOUS *NADCAR* EVENT AND FINISHING ON THE SAME LAP AS THE LEADER WILL BE ELIGIBLE TO CLAIM MOTOR. CLAIM MUST BE FILED WITHIN 15 MINUTES AFTER THE CHECKED FLAG. DRIVER BEING CLAIMED WILL HANDLE ENGINE REMOVAL.

**NO GRUDGE CLAIMS** , ALL CLAIMS MUST BE APPROVED BY *NADCAR* BOARD. IF A LEGITIMATE CLAIM IS MADE, AND THE PERSON WITH THE ENGINE THAT IS CLAIMED DOES NOT WANT TO RELEASE HIS OR HER ENGINE, UNDER THE CLAIM RULE, THEN THEY WILL BE DISQUALIFIED AND WILL LOSE ANY MONEY AND POINTS ACCUMULATED OVER THE COURSE OF TIME THAT THEY HAVE BEEN RACING WITH THE *NADCAR* ASSOCIATION, AND WILL NOT BE ABLE TO CONTINUE TO RACE WITH THE *NADCAR* ASSOCIATION.

### **EXHAUST, HEADER AND MUFFLER REQUIREMENTS:**

34. EXHAUST AND HEADERS MUST BE INSTALLED SO AS TO NOT DETRACT FROM THE NEAT APPEARANCE OF THE HOOD. ANY HOOD MAY BE NOTCHED, BENT, OR CUT SO LONG AS IT DOES NOT DETRACT FROM A STOCK APPEARANCE.

35. A MUFFLER PROTECTION BAR MAY BE ADDED BUT MAY NOT EXTEND MORE THAN 6" OUT FROM FRAME. BAR MUST BOLT OR WELD TO THE FRAME AND MAY NOT BE ANY LONGER THAN THE MUFFLER BEING USED.

36. A MUFFLER GOOD FOR MAINTAINING 95dba OR BETTER IS MANDATED AT SOME TRACKS.

### **ELECTRICAL REQUIREMENTS:**

37. ALL BATTERIES MUST BE MOUNTED IN THE TRUNK AREA ONLY.

38. BATTERIES MUST BE SECURELY MOUNTED WITH A TOP RESTRAINT THAT ALSO HOLDS BATTERY CAPS ON. NO RUBBER MOUNTS ALLOWED.

39. ALL CARS MUST HAVE ONE AND ONLY ONE PUSH/PULL SWITCH BEING THE MASTER. THIS MASTER SWITCH MUST BE LOCATED TO THE EXTREME RIGHT-HAND SIDE OF THE DASH SO AS TO BE EASILY REACHED FROM OUTSIDE THE CAR. ALL OTHER SWITCHES MUST BE OF A DIFFERENT TYPE SUCH AS TOGGLE, DIP OR TURN, AND MUST BE MOUNTED TO THE LEFT OF THE MASTER.

40. ALL ELECTRICAL LINES MUST BE ISOLATED FROM MOVING PARTS AND FUEL LINES.

### **FUEL AND FUEL SYSTEM REQUIREMENTS:**

41. PUMP GAS, TRICK GAS, CAM 2, AVIATION FUEL ALLOWED, NO FUEL PERFORMANCE ADDITIVES ALLOWED. ENGINE WEAR AND CARE ADDITIVES ARE ACCEPTABLE. NO NITROUS OXIDE.

42. FUEL TANK MUST BE AN APPROVED FUEL CELL. CAPACITY IS NOT TO EXCEED 5 GALLONS. NO PRESSURIZED FUEL TANKS. TANK MUST BE VENTED SO AS TO NOT LEAK IN ANY POSITION. FUEL FILLER NECK MAY NOT EXTEND OUTSIDE EITHER SIDE OF BODY LINE. IT MUST BE MOUNTED BEHIND DRIVERS COMPARTMENT AND INSIDE THE OUTER FRAME AND CAGE STRUCTURE. ELECTRIC OR MECHANICAL FUEL PUMPS ALLOWED.

43. A MANUAL FUEL SHUT OFF VALVE IS OPTIONAL. THE OFF POSITION ON THE VALVE PAINTED SO AS TO BE EASILY SEEN. ANY FUEL LINES PASSING THROUGH THE MANNED COMPARTMENT MUST BE STEEL TUBING WITH SUFFICIENT STRENGTH TO PREVENT BURSTING. ALL FUEL LINES MUST BE ISOLATED FROM MOVING PARTS AND ELECTRICAL LINES.

### **REAR DRIVE SYSTEM REQUIREMENTS:**

44. CARS MUST BE SHAFT DRIVEN WITH THE DRIVESHAFT CONNECTED TO AN AUTOMOTIVE DIFFERENTIALS DRIVING THE REAR WHEELS ONLY.

44a. QUICK CHANGE AND FLOATING REAR AXLE ALLOWED (FLOATERS). NO LIMITED SLIP DIFFERENTIAL(homemade or otherwise). MINY OR FULL SPOOLS ALLOWED .

44b. NO BIRD CAGE REAR ENDS. NO GUN DRILLED OR TITANIUM AXLES. DIFFERENTIAL MUST BE PERMANENTLY LOCKED (WELDED).

45. DRIVESHAFT MUST BE ENCLOSED WHERE IT PASSES THROUGH THE COCKPIT WITH SUFFICIENT STRENGTH TO PROTECT THE DRIVER IN CASE OF FAILURE. DRIVE-SHAFT MUST HAVE AT LEAST THREE 360 DEGREE LOOPS AROUND IT; ONE AT EACH END AND ONE IN THE MIDDLE. MUST BE FABRICATED OF MINIMUM 3/16" X 1-1/2" STEEL STRAP (1.25" X .095" STEEL TUBE RECOMMENDED). STEEL DRIVESHAFTS ONLY. NO RUBBERIZED OR SHOCK REDUCING DRIVE UNITS ALLOWED.

46. DRIVESHAFT MUST BE PAINTED WHITE OR DAYGLO ORANGE. CAR NUMBER WILL BE ON DRIVE SHAFT.

### **BRAKE SYSTEM REQUIREMENTS:**

47. CARS MUST HAVE SIMULTANEOUS WORKING BRAKES ON BOTH REAR (DISC BRAKE RECOMMENDED) WHEELS. ALL THE BRAKE SYSTEM COMPONENTS, WITH THE EXCEPTION OF THE MASTER CYLINDER, MUST BE MADE BY A MAJOR AUTO PARTS MANUFACTURER AND MUST BE READILY AVAILABLE FROM LOCAL AUTO PARTS RETAILERS OR SALVAGE YARDS. FRONT BRAKES ARE OPTIONAL. IF THEY ARE USED, BOTH MUST WORK SIMULTANEOUSLY. NO TWO PEDAL BRAKING SYSTEM. NO BRAKE PROPORTIONING VALVE WITHIN DRIVERS REACH.

### **WHEELBASE AND WIDTH REQUIREMENTS:**

48. ALL CARS MUST HAVE A 73" WHEELBASE, MAXIMUM TOLERANCE IS 1/2". MUST BE BOTH SIDES LONG OR SHORT, NOT ONE SIDE LONG AND OTHER SIDE SHORT.

49. AXLE LOCATION WILL BE DETERMINED BY DOWN-SCALING A PHOTOGRAPH OF A FULL SIZE CAR TO A 73" WHEELBASE AND MOUNTING AXLES IN ACTUAL PROPORTION.

50. CENTER OF AXLES MUST BE CENTERED IN CHASSIS. NO OFFSET HUBS.

OFFSET WHEELS ARE ALLOWED.

51. TRACK WIDTH MAY NOT EXCEED 61", MEASURED FROM THE EXTREME OUTSIDE EDGE OF TIRES. ALL CARS MUST BE ABLE TO PASS THROUGH A 61" OPENING.

### **COCKPIT REQUIREMENTS:**

52. THE DRIVERS SEAT SET BACK MUST BE NO MORE THAN 68" BEHIND THE FRONT AXLE CENTERLINE, 65" ON TRUCK AND COUPES, BUT MAY BE LESS IF DESIRED. ALL CAR BODIES WILL HAVE A PERMANENT STRUCTURE BAR LOCATED 68"(63" IF USING 63" SEAT SET BACK, 65" on trucks and coupes) BEHIND FRONT AXLE CENTERLINE. **NO MORE THAN 57% REAR WEIGHT.**

53. SEAT PAN MUST BE OF AT LEAST 14 GAUGE STEEL AND MUST BE FULLY WELDED TO THE MAIN FRAME. **HIGH BACK ALUMINUM SEAT IS REQUIRED.**

54. NO TRANSMITTING DEVICES OF ANY KIND ALLOWED ON DRIVER OR IN CAR. RACECEIVER ALLOWED IF MANDATED BY TRACK.

55. NO REAR VIEWING DEVICE OF ANY KIND ALLOWED.

56. ANY LINES CARRYING LIQUID OF ANY KIND THROUGH THE MANNED COMPARTMENT MUST BE SHIELDED FROM THE DRIVER AND CONSTRUCTED OF A MATERIAL WITH SUFFICIENT STRENGTH TO PREVENT BURSTING.

### **TIRE & WHEEL REQUIREMENTS:**

57. HOOSIER 205/60/13 MED. (STAR OR HTWD) COMPOUND TIRE ALLOWED. NO RETREAD OR RECAPPED TIRES ALLOWED. NO OTHER RACING TIRES ALLOWED (i.e., Hoosier, McCary, American Racer, and so on.)

58. WHEEL DIAMETER IS LIMITED TO 13" ONLY WITH A RIM WIDTH OF 7" MAXIMUM. NO BEADLOCK RIMS OR BEADLOCKING DEVICES OF ANY KIND. STEEL WHEEL ONLY.

### **WEIGHT REQUIREMENTS / BALLAST:**

59. NO CAR WILL WEIGH LESS THAN 1000 POUNDS EMPTY.

59a. NO CAR SHALL WEIGH LESS THAN 1200 POUNDS WITH DRIVER AT ANY TIME, Max 57% REAR WEIGHT AT ANY TIME.

60. THERE WILL BE A 70 POUND MAXIMUM ON BALLAST. ALL BALLAST MUST BE SECURELY BOLTED OR WELDED INSIDE OR BODY AND MUST NOT EXTEND BELOW MAIN FRAME RAILS. NO BALLAST ALLOWED ON OUTSIDE OF CAR. ALL BALLAST MUST BE PAINTED WHITE OR DAYGLO ORANGE AND HAVE YOUR CAR NUMBER ON IT.

### **SAFETY REQUIREMENTS:**

61. APPROVED RACING HELMETS WITH RATING OF AT LEAST SNELL 05 OR NEWER MUST BE USED, OR WHAT IS MANDATED BY LOCAL TRACK.

62. ALL CARS MUST HAVE AN APPROVED QUICK RELEASE HUB TO ALLOW REMOVAL OF STEERING WHEEL.

63. ALL CARS MUST HAVE AN APPROVED FIVE-POINT RACING HARNESS, 3" IN WIDTH, EQUIPPED WITH A QUICK RELEASE BUCKLE. BOTH ENDS MUST BE FASTENED TO THE FRAME OF THE CAR WITH A MINIMUM OF GRADE 8 BOLTS, NO LESS THAN 3/8" IN DIAMETER. ALL LAP BELTS SHOULD BE INSTALLED AT A 45 DEGREE ANGLE TO THE DRIVERS HIPS. SHOULDER HARNESS SHOULD GO OVER THE DRIVERS SHOULDERS SO THAT HE/SHE WILL BE HELD SECURELY IN THE SEAT. IT IS REQUIRED THAT SEAT BELTS BE NO MORE THAN 3 YEARS OLD. PADDING ON LEFT SIDE ROLE CAGE NEAR DRIVERS HELMET IS STRONGLY RECOMMENDED (i.e. B pillar, tubing and upper bars). HELMET SUPPORTS ON DRIVERS SEAT RECOMMENDED.

64. ALL CARS MUST HAVE A FIRE EXTINGUISHER MOUNTED INSIDE, WITHIN EASY REACH OF THE DRIVER. EVERY CAR MUST ALSO HAVE A MINIMUM 2 POUND FIRE EXTINGUISHER IN THEIR PIT AREA.

65. ALL DRIVERS MUST WEAR AN APPROVED, MINIMUM SINGLE LAYER FIRE-SUIT AND GLOVES. A NECK BRACE AND RACING OR HEAVY LEATHER SHOES ARE REQUIRED.

#### **NUMBER & LOGO REQUIREMENTS:**

66. NUMBER MUST BE IN FOUR PLACES ON THE CAR; ON BOTH DOORS, AND ROOF (visibly facing the outside of the track), THE NUMBERS MUST BE AT LEAST 12" HIGH AND AT LEAST A 2" STROKE OF THE HEIGHT IN WIDTH, EXCEPT THE #1. THE NUMBERS ON THE TRUNK MUST BE AT LEAST 4" HIGH.

67. THE NUMBER ONE IS RESERVED FOR THE POINTS CHAMPION OF THE PRECEDING YEAR. HIS OR HER ORIGINAL NUMBER WILL BE RESERVED FOR ONE YEAR OR UNTIL A NEW CHAMPION IS DETERMINED.

68. PREVIOUS NUMBERS USED BY A MEMBER OF THE ASSOCIATION, MUST BE USED WITHIN THE NEXT SEASON OR THEY MAY BE SELECTED BY ANOTHER DRIVER OF THE ASSOCIATION.

69. ALL CARS MUST CARRY THE NAME AND PAINTING OF A CARTOON CHARACTER. YOU MAY MAKE UP YOUR OWN IF YOU WISH. ALL CARS MUST CARRY THE WORDS "DWARF CAR" IN PLAIN SIGHT ON THE BODY OF THE CAR, USING LETTERS AT LEAST 2" HIGH.

70. THERE WILL BE NO DUPLICATE NUMBERS OR CARTOON CHARACTERS ALLOWED IN THE ASSOCIATION.

71. THE YEAR AND MAKE OF THE CAR BEING REPLICATED MUST BE DISPLAYED IN A MINIMUM OF 1-1/2" LETTERS ON THE CAR, USUALLY ON THE TRUNK LID

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## FLAGS

*GREEN*- means **GO!** Each track may have specific rules as to where race starts.

*YELLOW/RED*-means **RESTART!** You need to line back up in the order of the start of the race.

*YELLOW*-means **CAUTION!** Slow down safely. Line-up reverts back to the last green lap. Line up behind the car you were behind at that point.  
**NO RACING TO THE YELLOW FLAG.** If you are out of your position, track officials will place you in the position you were at the last green lap.

*BLUE/YELLOW*-means **LAPPED CAR!** This may be given to cars being lapped.  
 When thrown, hold your line, don't make sudden moves.

*RED*-means **STOP!** Stop as safely and as soon as possible. Do not continue to go until the track goes back to yellow or track officials tell you to.

*ROLLED BLACK*-means **FLAGMAN WARNING!** This indicates a warning from the FLAGMAN of a possible penalty and definite warning. (i.e. not lining

up in proper position, rough driving, possible problem with your car).

*BLACK*-means **PULL OFF THE TRACK!** You are either disqualified or something is wrong with your car. Don't stop at flagman's stand to ask or argue. You are not scored after receiving a black flag.

*WHITE*-means **ONE LAP LEFT!** In the event of a Yellow Flag, the white is disregarded because you go back to the last completed green lap. It will then go-green, white checkered.

*CHECKERED*-means **RACE IS OVER!** Slow down and proceed to your pit areas. Places one through five go directly to the tech area/scales. (The winner may have to stop on the front straight first), everyone else go into the pits.