



Classic Dwarfs & Modlites Rules 2014

1. BODY REQUIREMENTS AND SPECIFICATIONS

(a) 1928-1948 American-made production vehicles only. Body must *be* 5/8 scale, stock appearing two door sedans, coupes or pickup trucks. These are known as classic dwarf cars.

(b) Modified appearing body style such as IMCA or DIRT modified. These are to be known as Modified Lite body styles.

(c) All chassis specifications are the same for both body styles.

Classics

1. Cars must pass freely through a hoop 60 Vz" wide by 50" high. 73" wheelbase plus or minus 1".
2. No car over 50" tall, top to ground. Body height maximum 44", bottom edge to top (including frame rail)
3. Maximum body width: 40" (left side kick out) all tires must be outside of body line.
4. Maximum frame width 34", minimum 30"
5. 124" maximum total length, bumper to bumper.
6. 1240 # minimum weight with driver after race.
7. Must have grill, any material. The grill must stand between 80 and 90 degrees in relation to the frame.
8. Doors, windows and cowlings must retain stock appearance. Hood louvers allowed for cooling but must maintain stock contours. Lexan in rear side windows is legal.

9. Engine compartment must conform to scale and match contour of body. Hole may be cut for breather clearance only. Ram air induction system prohibited.
10. Must have closed trunk lid or fully enclosed trunk access panel conforming to original bodylines. Louvers allowed no holes.
11. No fenders.
12. No wings or spoilers. Pick-up trucks allowed a 1 1/4" lip on bed, similar to the Bully truck.
13. Body will be metal construction, 26-gauge steel or .040" aluminum minimum.
14. NO open top cars (roadsters, convertibles). No panel trucks, station wagons or specialty cars.
15. Roof hatch entrance allowed.
16. Frame ride height must not let car bottom out on track.
17. Fasteners on hood, trunk or panels must be positive, locking type.
18. Kick outs or side nerf bars must be mounted at three points. 1 % " max. .125 wall thickness. Cannot stick out beyond 1" from the side of the tire.
19. Max. roof rake of no more than 14 degrees.
20. No deflector of any type on upper sides or rear of roof panel.
21. Roof panel 40" min. 48" max. - length of roof panel. 36" min. 42" max. width of roof.

Modified Lites

Body and chassis requirements same as TUSA.

1. 1275# minimum weight with driver after race.

2. ENGINES

(a) Injected Motor Specifications: 1000cc maximum, must be at least 2 yrs. old (i.e. 2008 legal in 2010).

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

(a) Throttle body must mount in stock location

(b) Any velocity stacks are legal

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.

(b) Carbureted Motor Specifications: 1250cc (+1%) maximum, must be at least 2 yrs. old (i.e. 2008 legal in 2010).

1. No engine can be modified to be less than original stock configuration OEM specifications.
2. Aftermarket electronic engine components allowed (i.e. dyna).
3. Carburetors and cams optional.
4. Carburetor boot must fasten directly to head in the stock intake port location.
5. Header must attach directly to head in stock exhaust port location.
6. Oiling system may not include a dry sump system.
7. Motor must have been intended to run carbs. No converted fi engines.

(c) "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 exceed rearward more than 17" from the center of front spindle. No part of the engine or transmission may extend rearward more than 21" from center of front spindle.
6. No aftermarket 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.

(d) Engine Tech Procedures:

1. Cylinder cranking compression Maximum 220 p.s.i. per cylinder average of 4 cylinders, no variance after (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.

3. 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. It is recommended but not required that a direct manual cutoff switch wired to ground circuit be located over the right shoulder of the driver.
3. Fuel cell mandatory, maximum 5 gallons, located in trunk.
4. Flapper valve, aircraft style cap or 2" fill neck required.

5. Gasoline or racing fuel, no alcohol or fuel additives allowed.
6. Reinforced or steel braided line must be used in all high-pressure areas.

4. DRIVE TRAIN:

1. Quick changes allowed.
2. Any gear ratio is allowed.
3. No changing gear ratios between heat and feature race. Before the heat race you must report to the Techman the gear set you are running.
4. Rear ends must be locked either welded, full or mini spools. No limited slip.
5. Must use steel drive shaft, must be painted white. Min. 2 V-^{*}" x 0.083" or 2" x .120"
6. Drive shaft tunnel must have minimum of 2 (3 recommended) 360 degree hoops between firewall and seat back. Must be made of at least .1875 x 1 1/4" steel bar (1" x .095" steel tube highly recommended).

5. FRAMES:

1. Main frame members will be minimum of 1" x 2" x .120" wall rectangular steel tubing only. Main frame rail consists 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. 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.
3. Rear roll bar must meet same dimension as the frame it is mounted to. Frame may taper forward of driver seat area.
4. Front engine area frame width must be 24" max. and 20" min. outside dimension. Left and right frame rails must be the same + or - %".

5. Roll cage must be DOM steel minimum 1.225" x .083 (.095 recommended) in all cars manufactured from 12/98 on. SOS may grandfather older cars with 1" x .065" tubing. Cross=brace or diagonal strongly recommended in hoop over drivers head.
6. 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 bars mounted on doors must have 1A" x 2" steel stops welded in on each side of opening, totaling a minimum of 4" on each end of door.
7. Drivers door must be operational and equipped with secure latch.
8. It is required to have a steel bar with a minimum size of 1" x .065" from doorpost to doorpost under the dash.
9. Steel plate on driver's door bars recommended.
10. It is recommended that, if using rivets, body panels attach to tabs welded onto cage instead of drilling multiple holes into cage bars.
11. No down tube frame cars allowed. Any bars going from cowl area to snout must remain below the upper line of hood.
12. Classic pickups may have two (2) bars going from upper rear roll cage down to rear clip.
13. All cars must have min 1" under slung from back of seat to the rear bumper mount.

6. SUSPENSION:

- 1 Front suspension must not extend rearward past the most forward panel of the firewall.
2. Aluminum spindles allowed.
3. Rear trailing arms outside of frame may have a maximum length of 24" center of the rear end to center of forward heim.
4. No limit on the length of the trailing arms mounted inside of the frame rails.

5. Torque absorbing devices are permitted.
6. Maximum 3 radius rods or 3 link suspension.
7. Wheel offsets are allowed.
8. Hub offsets are not allowed. Rear end should be within a V_z " of being centered.
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. Steel body shock, non-adjustable type. 7" maximum travel.
11. No driver shall have the ability to adjust suspension from inside car.
12. Straight front axles are prohibited. Local clubs may grandfather existing cars for competition.
13. No leaf springs.
14. No birdcage type rear linkage.
15. No anti-roll (sway) bars permitted front or rear.
16. No torsion bar suspension system of any type allowed.

7. BRAKES AND STEERING;

(a) 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,

(b) Brakes

1. 3 working brakes required (4 recommended). May cap off right front brake line on dirt.
2. Steel rotors mandatory, .250 minimum thickness.
3. Steel OEM calipers or aluminum calipers.

4. Cutting & scalloping of rotors will be allowed with no rotor surface being less than 1/8" in width.
5. Drilling of rotors is permitted.
6. Adjustable brake bias and wheel shut offs allowed.
7. Competition-type master cylinders allowed.

8. TIRES & WHEELS:

1. The Goodyear G45 or G50 along with the Hoosier D.O.T, 8" wide maximum tread width, 50 durometer reading and/or Hoosier "Mediums" or "RC-3" are the allowed tire.
2. Grooving, siping & grinding is allowed.
3. All tires must duro 45 before the race.
4. No pouring water, ice ect. on tires to meet min. duro.
5. Steel wheels only 13" x 8" max. width, bead lock rims o.k.
6. No air bleeders allowed.

9. SAFETY;

1. Fire extinguisher B/C type required.
2. SFI rated fire retardant suit, fireproof gloves and shoes required.
3. Snell sa2005 full face helmet required (no motorcycle helmets).
4. Head and neck device recommended but not required.
5. Arm restraints or window net required.
6. High back aluminum racing seat mandatory.
7. Car must be equipped with a 5 point harness, min. 3" belts, no more than 3 yrs. old.
8. No mirrors or two way radios allowed.