



Womp Mafia Purpose & Class Rules

The purpose of the Womp Mafia is to provide a less complicated set of rules aimed at drawing in new racers while providing an improved scale racing appearance, easier inventory management for stores, racing variety from store to store with minimal changes and close competition over several skill levels using basic hobby tools. Womp Mafia class rules focus around the chassis and it's components instead of body design or style. This offers racers a variety of body styles while still using the same chassis and reducing costs.

Please do not look for "gray" areas to exploit. **If it isn't mentioned, it is not legal.** Tech Inspector/Store Owners have the final say. This hobby is suppose to be fun. Lets keep it that way. Please leave attitudes and language at home. Remember, a bad day of racing is better than a closed store. These are inexpensive toy cars. It isn't the corner marshal's fault you crashed. Learn to drive.

NOTE: Race fees are at the discretion of individual stores or clubs.

The use of tire traction compounds, softening agents or silicone tires are at the discretion of individual store or clubs.

*****All other rules are to be followed without exception*****

These rules are free to use. We only ask stores or clubs wishing to use these rules for events, points series or weekly racing venues to contact us at Cavemanbodeez@gmail.com for other free opportunities.

Womp Mafia

Class rules

Chassis: Track clearance is a standard .047 inch measure from the rear to under the motor. Clearance must be maintained with any and all modifications of any part. No chassis skins or tape. Tape for body pins is permitted but may not extend more than 1/4" under the chassis.

Box Stock: RP Performance **Intimidator 1** steel chassis #2394 only. Chassis may not be cut, drilled, filed or lowered. Chassis may be braced with no sharp edges or points. Blue printing of the chassis is permitted to remove mass production imperfections or damage. Excessive "blueprinting" is at the discretion of the tech inspector. Motor must be screwed in only. Oilites may be soldered, glued or epoxied in place. Solder slop from old bracing removal is acceptable. Additional lead weight is permitted. 1/4 OD x 1/8 ID bronze bushings only. No axle bearings.

Small Block: RP Performance **Intimidator 1** steel chassis #2394 only. Chassis may not be cut, drilled, filed or lowered. Chassis may be braced with no sharp edges or points. Blue printing of the chassis is permitted to remove mass production imperfections. Excessive "blueprinting" is at the discretion of the tech inspector. Motor, bronze oilites may be soldered, glued or epoxied in place. Chassis may be braced with no sharp edges or points. Floating or solid pin tubes are permitted. Chassis must

remain as a one piece unit. No hinging of the chassis. Additional lead weight is permitted. 1/4 x 1/8 bronze bushings only. No axle bearings.

Big Block: Any one piece stamped metal or brass chassis. Chassis may be lowered. Blue printing of the chassis is permitted. Motor, oilites, bearings may be soldered, glued or epoxied in place. Chassis may be braced with no sharp edges or points. Floating or solid pin tubes are permitted. Chassis may be cut but must remain as a one piece unit. Motor mount may be cut or removed. No hinging of the chassis. Pan limiters permitted. Additional lead weight is permitted. Axle bearings permitted.

*****No sharp edges or protruding points on any chassis modifications.*****

Motor:

Box Stock: RP Performance Crate motor # RPP-3208 25,000 rpm. Must be screwed into the motor mount.

Small Block: RP Performance Super Mod Motor #RPP-3008 35,000 rpm. Motor must be centered in line only. Can be screwed or soldered to the motor mount.

Big Block: RP Performance Pro Mod Motor #RPP-3205 45,000 rpm. Motor must be centered in line only. Can be screwed or soldered to the motor mount.

Axles: 1/8 Solid axle only. Independent front axles permitted. All axles must be centered with no offset. No more than 1/16" or .062" of slop as determined by the tech inspector.

Gears:

Box Stock: 48 Pitch, 9 Tooth pinion, any crown, no beveled gears permitted. No drilling of gears.

Small Block & Big Block: 48 Pitch, any pinion, any crown, beveled gears permitted. Drilling and balancing of gears permitted.

Guide Flag: any 1 1/16" maximum length inside the slot. Flag may be shimmed for track depth.

Tires: – Tires may not protrude more than 1/8" outside of the wheel opening up to a maximum of 3 1/4" width centered. The exception is open wheel type bodies, then maximum width is 3 1/4 inches centered front and rear. Completed chassis must fall into the Caveman Bodeez tech block # CB-0068 under it's own weight. Tires may be balanced.

Box Stock: Front: Any 3/4" diameter black wheel or O-ring using a 1/8" axle.

Rear: Any diameter black tire providing required clearance as determined by the store or club. Must use a 1/8" axle. Rear tires may be trued or narrowed to enhance performance and handling.

Small Block: Front: Any 3/4" diameter black wheel or O-ring using a 1/8" axle.

Rear: Any diameter black tire providing required clearance as determined by the store or club. Must use a 1/8" axle. Rear tires may be trued or narrowed to enhance performance and handling.

Big Block: Front: Pro Track white lettered tire minimum 3/4" dia by a minimum 300" wide tread using a 1/8" axle. Wider tires can be narrowed to .300". No paint or nail polish. Independent fronts permitted. Lettering must be legible.

Rear: Pro Track white lettered tire diameter or width providing the minimum track clearance required by the store or club. Must use a 1/8" axle. Rear tires may be trued or narrowed to enhance performance and handling. Lettering must be legible. Tires may not protrude more than 1/8" outside of the wheel opening up to a maximum of 3 1/4" width. The exception of open wheel type bodies, then maximum width is 3 1/4 inches.

Body: any of the Caveman Bodeez bodies grouped by class, ie Group C, Cup Car, Legends, etc. as determined by the store or club. The body should be mounted with the wheels centered in the wheel openings keeping the top of the opening recognizable. If only the front wheel is determined, then the body is to be centered in the front wheel opening. No modifications of the original body design in any manner to enhance performance. Such as bending up a rear spoiler or cutting additional air control panels. Body armor is permitted on the inside of the body only.

Appearance: Bodies must be painted a minimum of one solid opaque color. All silver, metallic, translucent, fluorescent or candy colors must have an opaque backing color. Minimum of 3 vinyl, sticker or painted numbers placed on both sides and hood, or roof. No sharpie, pen or pencil numbers. Car must have at least one painted or vinyl/sticker proportionately sized sponsor or contingency stickers when applicable to real cars. No additional air control devices are permitted. Body Armour, tape, glue or adhesive use for bracing, or repair is to be placed inside the body only and not visible. Any reinforcing must not alter the airflow over, underneath or around the body. All cars must have a 3 color painted and detailed interior if possible. All interiors must be attached to the body either front and rear or on both sides in such a manner so you can not see the chassis underneath when looking through the clear windows from any angle. Painting is only practice. We only ask that you try.

Track Etiquette

Lane Stickers: All lane stickers will be placed on the hood of the body centered between the front wheels.

Track Calls:

- Lane riders are track calls.

- A car cannot be marshaled (IE. in front of the driver's panel, under the bridge or in the middle of the track)
- A car landing on the floor near the track which is accessible by a marshal is **NOT** a track call. A car landing under the track not readily accessible by a marshal **IS** a track call.
- Multiple cars off in a single corner being handled by a single or multiple marshals is **NOT** a track call.
- Once the track is clear the race will resume. If you choose to repair your car, you are doing it under green.
- If a driver is involved in a track call and they ask for the car to be passed to them, the track is considered clear and the race will resume without further delay.
- If a driver or pit person asks for the car to do repairs to the car that resulted from a track call, that car must put back on the track at the same spot it was removed from. E.g., if you ask for your car and you were in section 11, once the repairs are done you have to go back on in section 11. If you do not go back on the track at the same location it will result in a 10 lap penalty.
- If you are involved in a track call incident, you may ask the marshal to fix/straighten your braid, push in body pins and pop out your body. Once the marshal is done with that it will then be considered a clear track.
- If you leave the driver station or a pit person does repairs/maintenance during a track call involving other cars, resumed racing is not waiting for you.
- **Any false track calls as determined by the race director will result in a 10 lap penalty.**
If these track call rules offend you, tough. Learn to drive. Your local track rents practice time.