



Womp Mafia Purpose & Class Rules

The purpose of the Womp Mafia is to improve the scale racing appearance and provide a less complicated set of rules aimed at 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 appearance instead body type. This offers racers a wider variety of racing while still reducing costs. Its very simple. Choose a chassis class, a motor class, then a body class then you are racing. It will take more than just going fast to win a Womp Mafia event.

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. Competition is real but 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 \[Cavemanbodeez@gmail.com\]\(mailto:Cavemanbodeez@gmail.com\) for free advertising opportunities.](#)

Womp Mafia

Class rules

Chassis General: 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. Chassis may be braced with no sharp edges or points. Chassis may have an earring back or other lead wire control device added. Guide tongue may be braced.

Stock: RP Performance **Intimidator 1** steel chassis #2394 only. Chassis may not be cut, drilled, filed or lowered. 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. Additional lead weight is permitted. 1/4 OD x 1/8 ID bronze bushings only. No axle bearings.

Outlaw: 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. 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: No tampering of the motor in any class.

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

Outlaw: RP Performance Super Stock Motor #RPP-3008 35,000 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:

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

Outlaw: 48 Pitch, 9 or 10 Tooth 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.

Width and Tires General: **No Silicone tires unless the club or store requires them.** Tires may not protrude more than 1/8" outside of the wheel opening up to a maximum of 3 1/4" width centered. This would make the class widths 3", 3 1/8" or 3 1/4" depending on the body chosen for the race. 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.

Front Tires: Rubber/foam tires can be narrowed from the set screw side to .300". No paint or nail polish on the tire's track contact patch area. No coning, curving or intentional reshaping of the tires contact patch area. Natural wear is at the discretion of the tech inspector. Narrowed tires can have the edges minimally rounded to duplicate original manufacturing. Tires may be balanced.

Rear Tires: Any diameter black foam/rubber tire while providing the minimum .047 track clearance. Rear tires may be trued, narrowed or balanced to enhance performance and handling. Tire stagger is permitted.

Stock: Front: Any black foam/rubber tire or O-ring between 5/8" and 3/4" diameter using a 1/8" axle. See "**Tires General**" above for foam front details.

Rear: Any diameter black tire providing minimum .047 clearance. Must use a 1/8" axle.

Outlaw: Front: Pro Track white lettered tire minimum 5/8" dia x .300" wide using a 1/8" axle. Wider tires can be narrowed from the set screw side to .300". No paint or nail polish on the tire's track contact patch. Natural wear/coning is at the discretion of the tech inspector. Lettering may be preserved using clear paint or nail polish and must be legible. No paint or nail polish on the tire's track contact patch area.

Rear: Any diameter Pro Track white lettered tire providing the minimum .047" clearance. Must use a 1/8" axle. Lettering may be preserved using clear paint or nail polish and must be legible.

Body: any of the Caveman Bodeez bodies grouped by class, ie Sportsman, 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. Bodies with rear bumpers must maintain 1/8" of the rear bumper. Body armor is permitted on the inside of the body only. No slamming of the body. These are meant to look like real cars.

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 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.

Appearance Continued

All cars must have a 3 color painted and detailed interior/driver 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.

Best Appearing

Best Appearing will be awarded prizes and be included in the overall event winner. Judging will be in the following criteria. Judging is recommended to start at 5 points and add or decrease as determined by the guidelines.

Overall appearance 1-10 - Does the design and sponsors flow with the car, is it generally attractive. Single color car would not rate as high as multi color paint schemes. Do the colors match the sponsor colors?

Realistic concept 1-10 - What level of realism does the car have? Are the color choices realistic? Are the numbers/sponsors placed and sized in realistic proportions and locations? Airbrushing faded from one color to another isn't very realistic. A single color paint with only sticker numbers generally is not very realistic.

Percentage of paint 1-10 - What percent of the car's design is painted. Is the coverage even? Do colors bleed or show through? Are the sponsors painted? Single color and stickers would not rate as high as high as multi color paint and fewer stickers.

Sticker cut and placement 1-10 - Where stickers are used, are they placed even? Are they neat and cut close to the graphics? Are there wrinkles in the stickers?

Interior detail 1-10 - Is it off the shelf or did someone put time into it. Self painted interiors should be considered effort for additional points regardless of neatness. Do the interior colors match the exterior colors? Did someone add details to a purchased interior?

Racer's Choice Best Appearing

Racers can vote for one car they feel represents the best appearing car at the event. Simply circle the next highest number available. Racer's votes will be included when determining the Best Appearing winners.

Race Format

Weekly racing format will be determined by the store or club

Race Format for Point Series or Events

All racing will be timed per lane with lane changes using a European style rotation.

If there are 10 or less entries, the race will be run under a round robin format for lane qualifying then another Round Robin feature to determine the class winner.

If there are 11 or more entries, the racers are to be split as evenly as possible into qualifying heats containing a maximum of 8 racers each. The two top finishing positions advance from each heat into a 10 slot feature using a round robin format. Those who do not qualify from a heat will run a round robin consolation race for the remaining open slots in the feature. Feature winner wins the class.

This is not just about going fast

Accumulation of points between the Feature/Class races and Best Appearing will determine the event winner.

Point series winners will be a total of all points over a period of time and/or locations.

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. I.E. 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.