



***2012 MID-WEST  
MODIFIED LITE  
STARS SERIES RULES  
OF COMPETITION***



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## **1. PREFACE**

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. The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his 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 officials and their decisions are final.

## **2. GENERAL RULES**

- a. Mid-West Modlite Stars race rules shall apply to all sanctioned events.
- b. All vehicles are subject to inspection at any time.
- c. Approval of a 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 vehicle is guaranteed mechanically sound. Be it further declared that the inspector should not be liable, nor shall the sanctioning body, for any mechanical failure not for any losses, injuries or death resulting from same.
- d. Rules and Procedures for the Mid-West Modified Lite STARS Drivers can be found by going to the [www:modlitestars.org](http://www.modlitestars.org) Rules- STARS Rules for Drivers.

## **3. SPECIFICATIONS**

- a. Any car specifications not covered in these body specs are subject to Mid-West Modified Lite STAR's officials interpretation. Any significant performance advantage will be addressed on an individual basis. Modified Lite STAR's official's reserves the right to determine what constitutes an unfair advantage.
- b. 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.
- c. Modified appearing body style such as IMCA or DIRT modified. These are to be known as Modified Lite body styles.
- d. All chassis specifications are the same for both body styles.

## **4. CLASSIC MODIFIEDS BODY REQUIREMENTS AND SPECIFICATIONS**

- a. 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".
- b. Must have grill shell or simulated open radiator matching original body style, any material.
- c. Doors, windows, and cowlings must retain stock appearance. Hood louvers allowed for cooling, but must maintain stock contours.
- d. Engine compartment must conform to scale and match contour of body. Hole may be cut for breather clearance only. Ram air induction system prohibited.
- e. Must have closed trunk lid or fully enclosed trunk access panel conforming to original bodylines. Louvers allowed no holes.



- f. No fenders.
- g. No wings or spoilers.
- h. Ram air induction system prohibited.
- i. Body will be metal construction, 26-gauge steel or .040" aluminum minimum. Fiberglass or plastic grill shells 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.
- j. NO open top cars (roadsters, convertibles). No panel trucks, station wagons, or specialty cars.

**5. CLASSIC MODIFIED OVERALL DIMENSIONS:**

- a. NO car over 50" tall, top to ground. Body height maximum 44", bottom edge to top (including frame rail).
- b. Maximum body width: 38" Maximum frame width 34"; min 30"
- c. Body contour must follow frame and roll cage. Roof hatch entrance allowed.
- d. Frame ride height must not let car bottom out on track.
- e. Drivers door must be operational and equipped with secure latch.
- f. Fasteners on hood, trunk, or panels must be positive, locking type.
- g. 124" maximum total length, bumper to bumper.
- h. Kick outs or side nerf bars must be mounted at a minimum 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.

**6. MODIFIED LITE BODY REQUIREMENTS AND SPECIFICATIONS:**

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

**6.1. MODIFIED LITE (DIRT) OVERALL DIMENSIONS: (Figure #2)**

- a. 42" min 50" max from ground - total car height without driver.
- b. 124" maximum total length, bumper to bumper.

**6.2. SIDES AND REAR QUARTER PANEL (Figure #2)**

- a. 84" max - Door and rear quarter length. Sides may taper to 58" max.
- b. 30" min 38" max - side height of rear quarter panel from the ground. 30" max height of quarter panel.

**6.3. HOOD**

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.



#### **6.4. ROOF PANEL (Figure #5)**

- a. 40" min 48" max - length of roof panel. 36" min 42" max - width of roof.
- b. 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.

#### **6.5. REAR UPPER QUARTER PANEL (Figure #3)**

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.

#### **6.6. SIDE WINDOW**

18" min side opening length. 10" minimum side opening height front and rear.

#### **6.7. INTERIOR (Figure #4)**

- a. 46" min 50" max - width of rear shelf. Measured at deck.
- b. Rear shelf may have no more than a 5° max rake and may not be concave or convex in design. No lips or spoilers of any kind.

#### **6.8. ADDITIONAL INTERIOR SPECIFICATIONS (Figure #4)**

- a. 36" min 56" max - length of right side pod area with max 30°. Left side pod may be altered for driver access.
- b. Rear quarter distance from center of rear 20" min 30" max.
- c. 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.
- d. Deck lid height from ground 30" minimum, 36" maximum with NO rear lip extending upward.
- e. Side pod may not extend rearward past the centerline of rear axle.
- f. Body must be centered on chassis.
- g. If windshield is used, it must be flat
- h. All body dimensions will be teched + or - ½" unless otherwise specified.

#### **6.9. REAR SPOILER (Optional) (Figure #4)**

1. A one piece, aluminum/ lexan spoiler with a maximum height of 4"-inches from the rear deck will be permitted.
2. The rear spoiler must be non-adjustable from the cockpit and/or during racing conditions. Hinges, adjuster(s), slides and/or any other adjusting type device will not be permitted. May not extend the rear quarter panel.
3. Metal gurney and/or table and/or flanges and/or lips will not be permitted.
4. A brake and/or bend on the top of the aluminum/lexan spoiler will be permitted for reinforcement.
5. The maximum overall height of the spoiler when measured from the ground must not exceed 40"-inches.





6. No vertical supports for the purpose of fastening the spoiler to the rear deck will be permitted.

#### **6.10. REAR FRAME AREA**

The rear frame area from the rear shelf downward must have rear panel 16" tall must cover between frame. Louvers allowed and holes allowed.

#### **7. WEIGHT**

- a. All cars following the "Stock Motor" program must weigh a minimum of 1250 lbs, with driver after race.
- b. All cars following "the Spec Motor" program, program must weigh 1300 lbs, with driver after the race.
- c. All cars following "Open Motor" program, must weigh 1375 lbs with driver after race.
- d. No weight outside of car body, i.e. on nerf bars.
- e. Hood will be clearly marked with cc displacement and minimum weight as outlined in Engine Specification, Section 15.
- f. This weight program will be monitored for parity and competitiveness and may be changed at the discretion of Mid-West modlite stars program.

#### **8. BUMPER DIMENSIONS**

- a. 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.
- b. 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.
- c. Bumpers must be hollow with max wall thickness of .125

#### **9. FIREWALL**

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

#### **10. WINDSHIELD**

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.

#### **11. NERF BARS**

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



## 12. SEAT

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.

## 13. NUMBERS AND GRAPHICS

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.

See Figure #1 for decal locations.

## 14. WHEELS AND TIRES

- a. Steel wheels only, minimum wall thickness .090", 13" only, Wheel width max. 8".
- b. Hoosier Dirt Bozz Style tread pattern "H", Hoosier Racing Tires sanctioning body plated tire.
- c. Bead lock rims are optional on right side only. They are not allowed on left side unless specified by individual track rules.

## 15. ENGINE SPECIFICATIONS

Bazzaz fuel performance devices will not be allowed in any application within the rules of the United States STARS regions.

## 16. PURE STOCK ENGINE MOTOR PROGRAM SPECIFICATIONS:

***1127cc OR LESS OIL/AIR COOLED MOTORS PRODUCED PRIOR TO 2000, 1000cc OR LESS WATER-COOLED ENGINES BETWEEN THE YEARS OF 2000 AND 2008 CAN BE USED IN THIS PROGRAM. MINIMUM WEIGHT REQUIREMENT FOR THIS PROGRAM WITH DRIVER WILL BE 1250 LBS as per Section 7.***

- a. Engine must remain in its pure stock factory manufactured condition.
- b. Bore and stroke must remain unaltered from a factory manufactured specification.
- c. No altering of pistons, rods, head components, cams, or cam sprockets. No aftermarket head gaskets will be allowed. Milling of head will not be allowed.
- d. Only factory supplied ignition and ECU box will be allowed.
- e. No fuel monitoring devices will be allowed.
- f. Engines must remain with injectors or carburetors that were supplied with engine from the factory. You will not be allowed to interchange any component that was not factory supplied with your engine.
- g. Alternators recommended (Optional).
- h. Engine parts from different year engines cannot be swapped between engines.
- i. After market valves cannot be used.
- j. Factory balancer and/or balancer shaft must remain in engine in unmodified form and in original placement.



- k. Freshening of any pure stock engine must only involve the replacement of any worn or faulty parts, with factory manufactured parts intended for use on that particular engine.
- l. One piece billet, or cut down oil pans may be used.
- m. OEM carburetors. Engines below 1000cc with factory supplied Engines manufactured below 1000cc, may be used in the pure stock engine program, if the engine id factory supplied with OEM fuel injectors may be used in the pure stock program.
- n. Aftermarket air boxes and air filters will be allowed.
- o. The intent of the pure stock engine is to use engines directly from a factory supplied street legal motorcycle, without any modifications whatsoever. If there is something that has not been addressed in the above specification, do not assume modifications can be made. You must request clarification from your governing body with any item that has not been directly addressed.
- p. Allowable engines that may be used in this program will be:
  1. Suzuki GSXR1000 Model years 2008 and older
  2. Honda CBR1000RR
  3. Yamaha YZFR1
  4. Kawasaki ZX10

**17. SPEC ENGINE PROGRAM SPECIFICATIONS:**

***1000cc OR LESS-WATER-COOLED ENGINES PRODUCED BETWEEN THE YEARS OF 2000 AND 2008 CAN BE USED IN THIS PROGRAM. MINIMUM WEIGHT REQUIREMENT FOR THIS PROGRAM WITH DRIVER WILL BE 1300 LBS. As per Section 7.***

- a. Must remain stock bore and stroke, no altering rod or piston specifications.
- b. All head components must remain stock, (except cam sprockets may be slotted).
- c. Cams must be as per original equipment manufacturer (OEM) and must meet specs as per manufacturer. Cam shafts must remain stock lift and duration and be in their original placement. (i.e. intake on intake side, and exhaust on exhaust side).
- d. OEM stock ignition system only. Power Commanders up to 3 USB, TFI but only one fuel monitoring devices can be used, but may not include any additional boxes, modules, or devices to alter motor function. Bazzaz fuel performance devices will not be allowed.
- e. Engine must retain its stock fuel induction system. May use after market air filter systems.
- f. Alternator recommended but not mandatory.
- g. Parts from different year engines cannot be swapped between engines.
- h. Effective in 2012, no modifications to the bottom of the engine will be allowed, all bottom end components must remain in stock configuration. Lightening of crankshafts will not be permitted.
- i. Valves must be stock.

**18. OPEN ENGINE PROGRAM SPECIFICATIONS:**

***ENGINE ALLOWED BETWEEN THE YEARS OF 2000 AND 2008 CAN BE USED. MINIMUM WEIGHT REQUIREMENT FOR THIS PROGRAM WITH DRIVER WILL BE 1375 LBS. As per Section 7.***

- a. Side draft ZX12 motors 1250cc (+1%) with max CC on 1000 engines of 1074.



- b. Down draft motors limited to 1200cc maximum with no variance.
- c. ZX12- must remain stock bore, stroke, rod length, and be stock appearing. Stock OEM fuel injection only.
- d. All head components must be OEM stock with the exception of cam sprockets. Only OEM stock ignition with OEM ECU box can be used. Power Commanders up to 3 USB, TFI, or other fuel monitoring devices, wired into the harness, with no connections, will be allowed. No fuel monitoring control devices allowed in the driver's reach or driver cockpit area. Bazzaz fuel performance devices will not be allowed.
- e. Water-cooled engines 1100cc and below can run carburetors or fuel injection systems. Engines above 1100cc OEM must remain in their original stock configuration of carburetors or fuel injection.
- f. Down draft engines must run gasoline only.
- g. No engine can be modified to be less than original stock configuration OEM specifications.
- h. Engine must be in production for a designated time period to determine its competitive relationship with our current motor program. Any major changes to the existing engine by the manufacturer must be reviewed by the STARS Board Officials before approval.
- i. OEM electronic engine components (Power Commanders permitted), will be reviewed annually to ensure equality.
- j. Carburetors and cams optional (except ZX12).
- k. After market cylinder heads will not be allowed on any engine.
- l. Porting, grinding, polishing, or changing stock of configuration of intake or exhaust ports allowed on oil-cooled motors. Carburetor/fuel injection boot must fasten directly to head in the stock intake port location.
- m. No porting, or grinding, polishing, or changing stock configuration of intake or exhaust ports allowed on water-cooled motors. Casting part lines must be visible upon inspection. Intake port area may be altered to match intake boot. Alterations not to exceed 3/8" into intake port. Carburetor/fuel injection boot must fasten directly to head in the stock intake port location.
- n. Header must attach directly to head in stock exhaust port location.
- o. Oiling system may not include a dry sump system.
- p. No increasing or decreasing of motor stroke in any way.

**19. GENERAL MOTOR SPECIFICATIONS:**

- a. 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.
- b. Charging system optional. Battery powered ignition system only. Alternator cover allowed. Must have 12vdc during tech. If not 12v will be applied with boost pack for engine tech.
- c. No auxiliary starters.
- d. Engines must be front mounted in engine compartment.
- e. 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.



- f. No aftermarket fuel injection and no turbo's. No nitro or nitrous oxide. OEM fuel injection must remain stock.
- g. Engine must be cooled by original intent. May use extra fan or oil cooler.
- h. Engine exhaust must include muffler and exit rearward. All muffler devices must include baffles.  
MUFFLER MUST MEET LOCAL TRACK REGULATIONS, (IF MANDATORY)

## **20. NOTES**

- a. Weight allocations for all engine programs can be reviewed by the governing body, based on track performance and may be altered to suit the competitive nature of modified lite racing.
- b. You must indicate on the sides of your hood, the engine program in use. Examples are as follows:
- c. As per Section 7:
  1. Pure Stock GSXR1000 1250 lbs.
  2. Spec Engine GSXR1000 1300 lbs.
  3. Open Engine GSXR 1070 1375lbs
- d. For 2012, the Modified Lite STARS program will not be reviewing the open engine program. The specification as presently written will be maintained. The open engine program will be reviewed on an annual basis. The intent of the note is to inform team owners and drivers that the long term goal of the Modified Lite STARS will be to lessen the costs of the engine programs. This may result in the elimination of certain engine styles, manufactures, CC displacements or any combination of the for mentioned items by the year 2014.

## **21. ENGINE TECH PROCEDURES**

- a. Cylinder cranking compression- minimum 100p.s.i., Maximum 220 p.s.i. per cylinder no average of 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.
- b. Carburetors or Fuel Injection and all 4 spark plugs must be removed before checking compression.

## **22. BATTERY, FUEL SYSTEM**

- a. Battery and fuel pump must be mounted outside driver compartment. Battery must be secure and held with non- rubber strap. Electric fuel pump allowed. 12v must be present at tech or boost pack with 12v will be used.
- b. Fuel cell mandatory, maximum 5 gallons, located in trunk.
- c. Gasoline only, no fuel additives allowed. According to local preference.
- d. Reinforced or steel braided line must be used in all high-pressure areas.
- e. A direct manual cutoff switch wired to ground circuit will be installed on the right rear shelf or rear firewall within 6" of the corner formed by the rear deck and rear firewall. Switch will be located over the right shoulder of the driver. The emergency electrical cut off switch will be clearly located and marked.

## **23. DRIVE TRAIN**

- a. Must use steel drive shaft from transmission to automotive rear end. Minimum 2.50" x .083" or 2" x .120".
- b. Quick-change rear ends allowed with steel tubes only.

- c. 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.
- d. Rear must be locked or have a solid spool. No slip spools allowed.
- e. No titanium axles allowed.

#### **24. FRAME AND ROLL CAGE**

- a. Mainframe 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.
- b. Mainframes 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".
- c. 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.
- d. 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 1/4" x 2" steel stops welded in on each side of opening, totaling a minimum of 4" on each end of door.
- e. 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.
- f. It is recommended that, if using rivets, body panels attach to tabs welded onto cage instead of drilling multiple holes into cage bars.
- g. No down tube frame cars allowed. Any bars going from cowl area to snout must remain below the upper line of hood.
- h. Classic pickups may have two (2) bars going from upper rear roll cage down to rear clip.

#### **25. SUSPENSION**

- a. Front suspension must not extend rearward past the most forward panel of the firewall.
- b. Rear trailing arm/radius rod specifications:
- c. Arms may have a maximum length of 30".
- d. Torque-absorbing devices are permitted.
- e. Maximum 3 radius rods or 3 link suspension.
- f. Wheel offsets are allowed.
- g. 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.



- h. Coil-over shocks are the only allowable means of supporting the chassis. One shock and one spring per wheel only. Shock and spring must remain as one unit.
- i. Shocks must be of all-steel construction, non-adjustable type. May not be of a type that allows disassembly.
- j. No driver shall have the ability to adjust suspension from inside car.
- k. Straight front axles are prohibited. Local clubs may grandfather existing cars for competition.
- l. No leaf springs.
- m. No birdcage type rear linkage.
- n. Anti-roll (sway) bars permitted front or rear. Must be connected without adjustments to arm location.
- o. No torsion bar suspension system of any type allowed.
- p. No cant-a-lever or cant-a-lever type device will be permitted in or on any area of the race car

## **26. SHOCK CLAIM POLICY**

- a. Any car that enters tech at the end of the race may have their shocks claimed for the sum of \$100 each. Only drivers that have competed in that race may purchase another competitor's shocks. The highest finishing driver determines the eligibility to file a claim with approval from the Modified Lite STARS Race Director. Temporary permit drivers are not eligible to file a claim. Claim fee must be paid in full by cash to the Modified Lite STARS Race Director or his designated representative within 10 minutes after the event.
- b. Drivers that do not report to tech or refuses to allow shocks to be claimed, or damage shocks during removal will be disqualified and forfeits all purse and contingency for that event.

## **27. STEERING**

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

## **28. BRAKES**

- a. All four wheels must have working calipers and rotors.
- b. Rotors and calipers:
  - 1. Steel rotors mandatory, .250 minimum thickness.
  - 2. Steel OEM calipers or aluminum calipers.
  - 3. Cutting and scalloping of rotors will be allowed. No surface cracks of any type will be allowed on the face of the rotors.
  - 4. Drilling of rotors is permitted.
- c. Adjustable brake bias and wheel shut offs allowed.
- d. Competition-type master cylinders allowed.

## 29. SAFETY EQUIPMENT

- a. Fire bottle system HIGHLY recommended must be fastened down with metal spring bands and not plastic.
- b. Driver uniform will consist of:
  - 1. Fire suit (single layer minimum, one or two-piece).
  - 2. Fireproof gloves.
  - 3. Fireproof shoes.
  - 4. Approved helmet with SA2005 or higher.
  - 5. Full-face helmet.
  - 6. Head and neck restraint systems recommended.
- c. Car must be equipped with 5-point safety harness, no more than 2 years old, with minimum of 3-inch belts.
- d. Aluminum, high-backed racing seat mandatory.
- e. Window nets, arm restraints and head & neck restraints HIGHLY recommended.

## 30. MISCELLANEOUS RULES:

- a. NO two-way radios.
- b. One-way communication from officials only is allowed.
- c. NO mirrors allowed.

## 31. DRIVER QUALIFICATIONS

All drivers must be minimum of fourteen (14) years of age or track policy. All drivers under 18 years of age MUST have a signed waiver by parent or guardian.

## 32. MODIFIED LITE STAR'S CHAMPIONSHIP TOUR:

- a. Modified Lite STAR's Championship National/Regional Tour Points:

- 1 – 120
- 11 – 90
- 21 – 70
- 2 – 114
- 12 – 88
- 22 – 68
- 3 – 109
- 13 – 86
- 23 – 66
- 4 – 104
- 14 – 84
- 24 – 64
- 5 – 102
- 15 – 82
- Perfect Attendance Bonus 50
- 6 – 100
- 16 – 80
- 7 – 98
- 17 – 78
- Event Bonus - 25
- 8 – 96
- 18 – 76
- Non-Qual – 50
- 9 – 94
- 19 – 74

- 10 – 92
- 20 – 72

- b. Mid-West Modified Lite STAR's race rules shall apply to all sanctioned events.
- c. In order to compete in the STAR's Championship Tour sanctioned event, and be eligible to receive payout and contingency awards, registered drivers must be a member of the Modified Lite STAR's Championship Tour or hold a temporary Modified Lite STAR's membership. Memberships are \$25.00 per year, or \$10.00 per individual event. A driver has the option to compete in more than one region providing he registers his car with that region paying the additional \$25. Drivers holding a temporary permit will not be eligible for year end points fund and contingency.
- d. All Modified Lite STAR's vehicles are subject to inspection at any time.

- e. Approval of a Modified Lite STAR's Championship 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 Modified Lite STAR's 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.
- f. Must participate in 75% of the scheduled STAR's and hold an Annual STARS membership to be entitled to the tour point's fund.
- g. Must be present at drivers meeting to receive contingency awards from previous event.
- h. The driver with the best total overall regional points is crowned as the Modified Lite STAR's regional champion for the region that the driver registered under.
- i. A driver may compete in more than one region providing he/she registers under the region paying the additional \$25 membership fee.
- j. Overall Bilstein Modified Lite International Championships points will be based on the following:
  1. Each of the top 15 regional drivers will receive points based on their overall finish in their region.
  2. Regional points plus each national event points will be used. The driver with the best total overall national points is crowned as the Modified Lite STAR's National Champion.
  3. Example regional champion will receive 120 points going into the nationals, 2nd place 114, 3rd 109, etc. The champion driver from region "A" will enter the nationals with 120 points, if the same driver win's the first national event he will receive 120 points for the win giving driver "A" with a total of 240 points.

Overall  
 tional Regional Regional Bonus  
 NaPoints Name Car Region Standing Points 9-Sep 10-Sep 24-Sep Points

1	538	Wagner, Derek	61	SN	4	104	5	102	7	98	3	109	125
2	522	Marcucci, Mark	8M	SS	3	109	6	100	12	88	6	100	125
3	513	Sliter, Shawn	27S	SN	1	120	9	94	21	70	4	104	125
4	503	Sliter, Josh	17	SN	3	109	23	66	3	109	9	94	125
5	497	White, Steve	76	SE	1	120	22	68	5	102	15	82	125
6	487	Teeters, Jeff	23	SS	1	120	DNQ	50	20	72	1	120	125
7	479	Fritter, Tracy	59	SS	7	98	12	88	23	66	5	102	125
8	459	Knepper, Alan	20	SS	2	114	17	78	DNQ	50	10	92	125
9	431	White, Tim	16	SE	4	104	DNQ	50	14	84	22	68	125
10	413	Englert, George	11x	SS	6	100	DNQ	50	19	74	25	64	125

- k. Perfect and bonus points will be awarded for national points as outlined in section 33a.
- l. Must be present at the 2012 Modified Lite STAR's Banquet to be paid or receive any bonus and contingency awards.
- m. All payouts and points fund subject to change based on car count.
- n. Non-Qual and Bonus Points Awarded:
  - o. 50 Non-qual points will be awarded to each driver who does not qualify for the "A" main feature race.
  - p. For each driver who attends and competes in a Modified Lite STAR's Championship Tour event will automatically receive 25 Event Bonus points.
  - q. Drivers who compete in all scheduled events will receive an additional 50 points for perfect attendance.

- r. All drivers are REQUIRED to be in their designated line-up area prior to the two laps to go signal from the previous race. If the driver fails to be in his/her designated starting position by the designated time the driver will start on the tail of the event.

### **33. RAIN OUTS/CANCELLATIONS/ UNCOMPLETED EVENTS:**

- a. Track officials may cancel a race if dangerous or unsafe conditions arise. If the race is called because of an accident, weather or any other unforeseen situation, the payoff will be based on the last completed green flag lap. All cars involved in the final caution, stop on the track, and pit will be scored at the end of the last completed lap. For the race to be considered official, 50% or more of the scheduled number of laps must be completed.
- b. If all of the preliminary races or parts of the features have been completed and the weather or any other type of situation forces the program to be cancelled, there will be no "rain out". Make-up features will be run in the subsequent nights, if possible, and no new cars will be added to the field. Rain checks will be void.
- c. If the races are cancelled prior to the completion of all of the preliminary events, a "rain out" will be declared. No points will be awarded. The possibility of a rainout or circumstances beyond our control that force the postponement of an event is a risk you assume every time you enter the grounds. Speedway host management will specify which event(s) your rain check will be good for. Rain check will be redeemable at event's face value. No refunds will be given. The Modified Lite STAR's officials will secure a chassis seal on all registered car's documenting the seal number for the future rain check date. Any driver returning to the identified rain check date without the proper serial number will be permitted to start the on the tail of the preliminary or feature event.
- d. *Exception:* If feature event(s) is/are cancelled and the show has been considered a complete show, and no rain date will be utilized, the total feature purse may be split equally among the qualified drivers, if 50% or more of the feature has not been completed. Management reserves the right to choose a scenario that best fits the interest of the host speedway, which may or may not include a make-up night or refunding of all gate receipts.

### **34. GENERAL REGULATIONS**

- a. 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 compiled 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 MODIFIED LITE STAR'S CHAMPIONSHIP TOUR Officials and the decision is final. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH DEVIATION OF SPECIFICATIONS.
- b. No intoxicating spirits or controlled substances are to be consumed before or during race events by anyone entering the pit area of tracks.
- c. MODIFIED LITE STAR'S CHAMPIONSHIP TOUR reserves the right to reject or allow entry of any driver or car.
- d. Abuse or confrontation of any racetrack or MODIFIED LITE STAR'S CHAMPIONSHIP TOUR official 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.
- e. Any disputes involving qualifying times, lap scoring, finishing position is under the jurisdiction of the hosting track officials. MODIFIED LITE STAR'S CHAMPIONSHIP TOUR officials will address

winnings, points, or rules interpretations. Any disputes or discussions of this nature are to be held with MODIFIED LITE STAR'S officials only.

- f. THE DRIVER ASSUMES RESPONSIBILITIES FOR THE ACTIONS OF THEIR PIT CREW AND GUESTS.
- g. 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 MODIFIED LITE STAR'S CHAMPIONSHIP TOUR, 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 MODIFIED LITE STAR'S CHAMPIONSHIP TOUR, any track owner, promoter, or official with respect to any alleged act or omission or agreement by any of him or her.
- h. MODIFIED LITE STAR'S CHAMPIONSHIP TOUR or track officials at any time for safety, mechanical, or rules compliance may inspect any car.
- i. ANY RULES OR REGULATIONS NOT COVERED IN THIS BOOKLET WILL BE DETERMINED ON A TIMELY BASIS BY MODIFIED LITE STAR'S CHAMPIONSHIP TOUR AND THE DECISION IS FINAL.
- j. MOTOR RACING IS A DANGEROUS SPORT AND MAY RESULT IN INJURY, BODILY HARM, OR DEATH.

### **35. GENERAL GUIDELINES FOR CONDUCT PERTAINING TO RULES INFRACTIONS**

#### **a. MOTOR INFRACTION:**

Anyone found to be out of compliance with any of the current motor rules (bore, stroke, illegal head modifications, etc. as per current 2012 MODIFIED LITE STARS rule book) will be assessed the following fines and penalties:

**FIRST OFFENSE:** Competitor (driver) will be disqualified for the race program of record and all points for the season will be expunged from the records to that date. Money won for that night's race program will also be forfeited. In addition, the racer will be suspended for no less than 2 additional races beyond that race (rain outs will not count), with the possibility of a fine being levied if the board feels it is a blatant infraction.

**SECOND OFFENSE:** Competitor (driver) will be suspended for the remainder of the season, MODIFIED LITE STARS membership will be forfeited, and all points for the season will be expunged from the records. In the event that a motor is found to be out of compliance, the motor numbers will be noted and that motor will be henceforth no longer deemed legal to run at any MODIFIED LITE STARS race regardless of whether it has been reconfigured to be legal or not.

#### **b. OTHER INFRACTIONS:** (Weight, Wheelbase, Parts, etc.)

Anyone found to be out of compliance with the rules of driver and car overall weight requirements, wheelbase, illegal suspension, weight, safety, etc. (as per current rule book for the MODIFIED LITE STARS 2012 racing season) will be assessed the following penalties:

**FIRST OFFENSE:** Forfeit of points and monies for the race program of record and warning to have the violation corrected before being allowed to compete at the next event.

**SECOND OFFENSE:** Driver will incur the same fines and penalties as first offense but will subsequently earn an additional race suspension.

**THIRD and SUBSEQUENT OFFENSES:** Driver will incur same fines and earn an additional 2 race suspension and forfeit all points earned to date.

#### **c. REFUSAL TO SUBMIT TO TECH PROCEDURES:**



Any driver or car owner that refuses to be tech'd by the MODIFIED LITE STARS will result in a maximum suspension of 2 races and loss of points to date. The length of the suspension will be solely at the discretion of the MODIFIED LITE STARS board members and will be voted upon by the entire board after a meeting is convened to discuss the matter. All decisions are binding and final; no appeals or changes may be made after the issue is settled. The meeting shall not be conducted on the night of the program in question.

Race cancellations will not be counted towards the suspension period earned by the offending driver.



