



As of March 1, 2009

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.

a. GENERAL RULES

- a. Modified Lite STAR's Championship Tour 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.

SPECIFICATIONS

1) BODY STYLES

Any car specifications not covered in these body specs are subject to 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.

- a. 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.

- 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.

2) CLASSIC MODIFIEDS BODY REQUIREMENTS AND SPECIFICATIONS

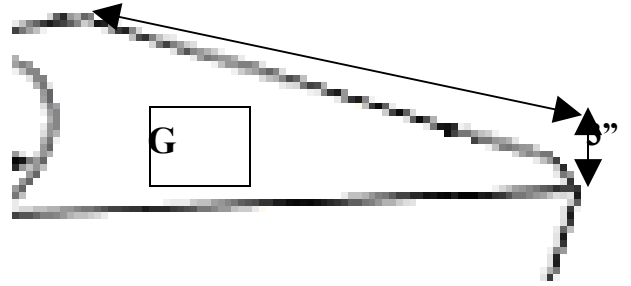
Body must be 5/8 scale, stock appearing. Maximum outside tire width 60", Cars must pass freely through a hoop 60 1/2" wide by 50" high, 73" wheelbase plus or minus 1".

- a. Must have grill shell or simulated open radiator matching original body style, any material.
- b. Doors, windows, and cowlings must retain stock appearance. Hood louvers allowed for cooling, but must maintain stock contours.
- c. Engine compartment must conform to scale and match contour of body. Hole may be cut for breather clearance only. Ram air induction system prohibited.
- d. Must have closed trunk lid or fully enclosed trunk access panel conforming to original bodylines. Louvers allowed no holes.
- e. No fenders.
- f. No wings or spoilers.
- g. Ram air induction system prohibited.
- h. 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.
- i. NO open top cars (roadsters, convertibles). No panel trucks, station wagons, or specialty cars.

2a) Classic Modified Overall Dimensions

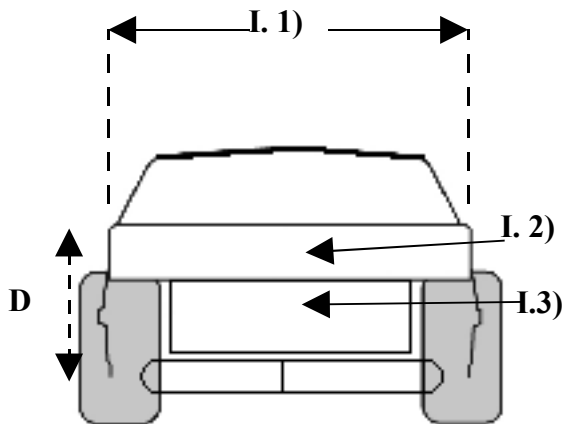
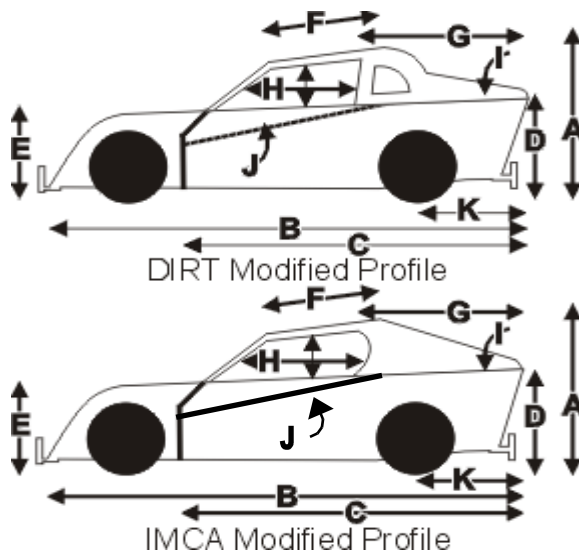
- a. NO car over 50" tall, top to ground. Body height maximum 44", bottom edge to top (including frame rail).
- b. Maximum body width: 38" Maximum frame width 34"; min 30"
- c. Body contour must follow frame and roll cage. Roof hatch entrance allowed.
- d. Frame ride height must not let car bottom out 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.



3) 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.



3a) MODIFIED LITE OVERALL DIMENSIONS:

- A. 42" min 50" max from ground - total car height.
- B. 124" maximum total length, bumper to bumper.
- C. SIDES AND REAR QUARTER PANEL
 - 1) 84" max - Door and rear quarter length.
- D. 30" min 38" max - side height of rear quarter panel from the ground. 30" max height of quarter panel.
- E. HOOD
 - 1) 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.
- F. ROOF PANEL
 - 1) 40" min 48" max - length of roof panel. 36" min 42" max - width of roof.
 - 2) 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.
- G. REAR UPPER QUARTER PANEL
 - 1) 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.
- H. SIDE WINDOW
 - 1) 18" min side opening length. 10" minimum side opening height front and rear.

I. INTERIOR

- 1) 46" min 50" max - width of rear shelf and body panels.
- 2) 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.
- 3) The rear frame area from the rear shelf downward a minimum of 16" must be completely enclosed the width of the frame. Louvers allowed, no holes.

J. ADDITIONAL INTERIOR SPECIFICATIONS

- 1) 36" min 56" max - length of right side pod area with max 30°. Left side pod may be altered for driver access.
- 2) Rear quarter distance from center of rear 20" min 30" max.
- 3) 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.
- 4) Deck lid height from ground 30" minimum, 36" maximum with NO rear lip extending upward.
- 5) Side pod may not extend rearward past the centerline of rear axle.
- 6) Body must be centered on chassis.
- 7) If windshield is used, it must be flat.
- 8) All body dimensions will be teched + or - ½" unless otherwise specified.

4. WEIGHT

- a. All cars following the MODIFIED LITE STAR'S CHAMPIONSHIP TOUR "Stock Motor" program must weigh a minimum of 1240 lbs, with driver after race.
- b. All cars following "the MODIFIED LITE STAR'S CHAMPIONSHIP TOUR Open Motor" program, smaller than 1100 cc and all air cooled and oil cooled engines larger than 1127cc, must weigh 1300 lbs, with driver after race.
- c. All cars following "the MODIFIED LITE STAR'S CHAMPIONSHIP TOUR Open Motor" program, larger than 1100 cc must weigh 1340 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, Para 12.
- f. This weight program will be monitored for parity and competitiveness and may be changed at the discretion of MODIFIED LITE STAR'S CHAMPIONSHIP TOUR.

5. 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

6. FIREWALL

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

7. WINDSHIELD

- a. 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.

8. NERF BARS

- a. 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.

9. SEAT

- a. 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.

10. NUMBERS AND GRAPHICS

- a. 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.

11. WHEELS AND TIRES

- a. Steel wheels only, minimum wall thickness .090", 13" only, Wheel width max. 8".
- b. Hoosier Racing Tires plated UDRA, TUSA, and Hoosier Dirt Bozz Style tread pattern "H" and American Racer CC mandatory at events. 40-durometer minimum before the race.
- c. Bead lock rims are optional on right side only. They are not allowed on left side unless specified by individual track rules.

12. ENGINE SPECIFICATIONS

12a) "MODIFIED LITE STAR'S CHAMPIONSHIP TOUR Stock Motor" Specifications:

- a. Oil and air-cool motors 1127cc or less prior to 2000 and *1000 cc or less Water-cooled engines produced after 2000 may compete in this program.
- b. Must remain stock bore and stroke, no altering rod or piston specifications.
- c. All head components must remain stock, (except cam sprockets may be slotted type). Cams must be as per original equipment manufactured (OEM) and must meet specs as per manufacturer.
- d. OEM stock ignition system only. Power Commanders or fuel monitoring devices permitted but may not include any additional boxes, modules or devices to alter motor functions.
- e. Engine must retain its stock fuel induction system. May run aftermarket air filters
- f. Alternator recommended but not mandatory.
- g. Engines eligible for this program, Oil and air cool motors 1127cc or less prior to 2000Suzuki GSXR 1000, Honda CBR1000RR, Yamaha YZFR1, and *Kawasaki ZX10. All other engine requirements apply from section 12b.
- h. All Kawasaki ZX10 engines must run in the MODIFIED LITE STAR'S CHAMPIONSHIP TOUR Stock Motor program only.

12b) "MODIFIED LITE STAR'S CHAMPIONSHIP TOUR Open Motor" Specifications:

- a. Side draft motors 1250cc (+1%)

- 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. All head components must be OEM stock with the exception of cam sprockets. OEM stock ignition box only to control engine functions. Power commanders or fuel monitoring devices permitted but may not include any additional boxes modules or devices to alter motor functions.
- d. 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.
- e. Down draft engine must run gasoline only.
- f. No engine can be modified to be less than original stock configuration OEM specifications.
- g. Engine must be in production for a designated time period to determine its competitive relationship with our current motor program. Any major changes to existing engine by the manufacturer must be reviewed by Modified Lite STAR's Officials before approval.
- h. OEM Electronic engine components (Power Commanders permitted) will be reviewed annually to insure equality.
- i. Carburetors and cams optional. (Except ZX12)
- j. Aftermarket cylinder & cylinder heads: No aftermarket cylinder or cylinder heads allowed on water-cooled motors. No aftermarket cylinder heads allowed on oil & air-cooled motors, aftermarket cylinders authorized.
- k. Porting, grinding, polishing or changing stock configuration of intake or exhaust ports allowed for oil & air cooled motors. Carburetor/Fuel injection boot must fasten directly to head in the stock intake port location.
- l. No porting, 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. Alteration not to exceed 3/8" into intake port. Carburetor/Fuel injection boot must fasten directly to head in the stock intake port location
- m. Header must attach directly to head in stock exhaust port location
- n. Oiling system may not include a dry sump system.

- o. No increasing or decreasing of motor stock stroke in any way.

12c) "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.
- 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 after market 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)

12d) Engine Tech Procedures

- a. Cylinder cranking compression- minimum 100p.s.i., Maximum 220 p.s.i. per cylinder average of 4 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.

13. 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.
- b. Fuel cell mandatory, maximum 5 gallons, located in trunk.

- c. Gasoline or alcohol 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.

14. 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.

15. 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.

16. SUSPENSION

- a. Front suspension must not extend rearward past the most forward panel of the firewall.
- b. Rear trailing arm/radius rod specifications:
 - 1. Arms may have a maximum length of 30".
 - 2. Torque-absorbing devices are permitted.
 - 3. Maximum 3 radius rods or 3 link suspension.
- c) Wheel offsets are allowed.
- d) 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.
- e) Coil-over shocks are the only allowable means of supporting the chassis. One shock and spring per wheel only.
- f) Shocks must be of all-steel construction, non-adjustable type. May not be of a type that allows disassembly.
- g) No driver shall have the ability to adjust suspension from inside car.
- h) Straight front axles are prohibited. Local clubs may grandfather existing cars for competition.
- i) No leaf springs.
- j) No birdcage type rear linkage.

- k) Anti-roll (sway) bars permitted front or rear. Must be connected without adjustments to arm location.
- l) No torsion bar suspension system of any type allowed.

17. 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.

18. 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 & scalloping of rotors will be allowed with no rotor surface being less than 3/4" in width.
 - 4. Drilling of rotors is permitted.
- c. Adjustable brake bias and wheel shut offs allowed.
- d. Competition-type master cylinders allowed.

19. 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 SA2000/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 3 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.
- f. NO two-way radios. One-way communication from officials only is allowed.
- g. NO mirrors allowed.

20. DRIVER QUALIFICATIONS

- a. 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.

21. Modified Lite STAR's Championship Tour:

Modified Lite STAR's Championship 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	Event Bonus - 25
7 – 98	17 – 78	Non-Qual – 50
8 – 96	18 – 76	
9 – 94	19 – 74	
10 – 92	20 – 72	

- a. Modified Lite STAR's Championship Tour race rules shall apply to all sanctioned events.
- b. In order to compete in the STAR's Championship Tour and receive point's 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.
- c. All Modified Lite STAR's vehicles are subject to inspection at any time.
- d. 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.
- e. Must participate in six of the nine STAR's events along with two of the four weekly series events to be entitled to the tour point's fund.
- f. Must be present at drivers meeting to receive contingency awards from previous event.
- g. Must be present at the 2009 Modified Lite STAR's Banquet to be paid or receive any bonus and contingency awards.

- h. Starting in 2009 the Modified Lite STAR's Championship Tour will consist of nine tour championship events along with four weekly series tracks results. The driver with the best total overall points is crowned as the Modified Lite STAR's Championship Series champion. Tour Championship final points standings will be based on eight of the nine championship events, plus four home track events schedule by the Modified Lite STAR's officials. If a driver competes in all nine-championship events, one race with his/her worst result will be dropped.

- i. All payouts and points fund subject to change based on car count.

Modified Lite STAR's (South) Championship Tour Schedule:

Tri-City Speedway	May 24th
Tri-City Speedway	July 5th
Mercer Raceway Park	Aug 15th
Tyler County Speedway	Sept 4th
Lernerville Speedway	Sept 11th
Sharon Speedway	Sept 19th
Mercer Raceway Park	Sept 25th
Mercer Raceway Park	Sept 26th
Lernerville Speedway	Oct 23rd

j. Non-Qual and Bonus Points Awarded:

1. 50 Non-qual points will be awarded to each driver who does not qualify for the "A" main feature race.
 2. For each driver who attends and competes in a Modified Lite STAR's Championship Tour event will automatically receive 25 Event Bonus points.
 3. Driver's who compete in all nine Modified Lite STAR's Championship and four Weekly Series Track events will receive an additional 50 points for perfect attendance.
- k. 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.
1. Modified Lite STAR's Championship Tour Weekly Series Track Points:
 1. Only four weekly series track results identified by the Modified Lite STAR's officials will count for the drivers' overall Modified Lite STAR's Championship points standings. The four events

will co-inside with all five tracks identified under the Weekly Series Tracks with 50 points awarded for each of the two weekly series events.

2. Weekly Series Tracks:

Deerfield Raceway
Mercer Raceway Park
Tyler County Speedway
Blanket Hill Speedway
Merrittville Speedway

Weekly Series Dates

May 16th
June 13th
Aug 1st
Sept 12th

21b. 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 part 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.
- e.

22. 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 complied 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 CHAMPIONSHIP TOUR
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. Effective date of these rules March 1, 2009.
- k. MOTOR RACING IS A DANGEROUS SPORT
AND MAY RESULT IN INJURY, BODILY HARM,
OR DEATH.
- l. Rules updated March 1, 2009.