



ARIZONA MODLITE ASSOCIATION

RULES

2010

Arizona Modlite Association shall hereafter be referred to as AMA throughout the rules and descriptions. 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 directors 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 at to the discretion of the AMA officials; their decision is final.

GENERAL RULES

1. AMA race rules shall apply to all AMA sanctioned events. 2. All AMA vehicles are subject to inspection at any time.
2. Approval of an AMA 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 AMA 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.

GOVERNING BODY

A five-member Board of Directors, (BOD) governs the Arizona Modlite Association as described in the by-laws. The five-member Board of Directors will consist of five

members voted upon by the voting membership. Appointed members are done so by the BOD. Term limits are for one-year for both appointed and elected members of the BOD.

RACE NIGHT REQUIREMENTS:

1) AMA driver memberships will be in force from January 1 until December 31 of year of issue. Membership fees are per the by-law guidelines. There will be no grace races. Single day driver memberships are available for \$10 per race night. The fee will be waived if the race is an open competition event. Cars must have no performance or safety infractions. Non-licensed drivers may not participate.

2) Each driver must sign in with Pit Steward at least 45 minutes before the first race or the driver will start at the back of their assigned heat. Any driver that changes cars after the line up must tag the next event he participates in that race date.

3) Any AMA official or member may check any rule at any time; prior tech examination does not imply acceptance of rules infractions.

4) The AMA BOD or the AMA Tech Officials will not be responsible to officiate an AMA race. Track officials will rule on the finishing order, yellow flag enforcement, and Texas starting. Track decisions are final.

PENALTIES:

1) The AMA BOD will rule on rough driving, unsportsmanlike conduct, or any other improprieties by a quorum vote. There must be a formal complaint by a driver at the end of the race night to the Race Director or a Board Member. The second complaint on the same driver, does not have to be the same night, will dictate a review by the BOD. The BOD may penalize a driver for the above named infractions. The initial penalty will be a notification by formal letter. Subsequent penalties may be a suspension, monetary fine, or disqualification. Penalties shall be levied at the discretion of the BOD. Penalties shall be by unanimous vote of the BOD members

2) Disqualification means that the car and driver will forfeit all points, money, trophy, and contingencies for the race night.

3) Suspension means that car and or driver shall not participate in an AMA event for the length of the suspension.

4) Monetary fine must be paid in the form of cash, cashier's check, or money order and be received by the AMA BOD prior to driver returning to competition. Monies collected from fine shall be deposited into the AMA general fund.

WEEKLY LINE-UP PROCEDURES:

1) Drivers will pay \$10 per night at the time of pill draw, of which \$1 will go to Pit Steward not to exceed \$30 per night. \$1 will go to Tech person, not to exceed \$30, maximum of two Stewards and two Tech persons per night. \$20 per night will go to the Web Site Moderator. Balance will go into AMA general Fund.

HEAT RACES:

1) First night, all drivers pill draw for heats. Qualifiers re-draw for Main Event starting positions. Top 5 in each heat will re-draw for Main Event.

2) From second night on, heat races use the pill draw for heat race positions.

3) Semi Main Cars lined straight up with the highest finishing non-qualifiers to the front.

MAIN EVENT:

1) Line up for the main event will be determined by the top 12 of heat races redrawing pills for starting position in main event, immediately following the last heat race. Previous Main Event winner will start in the last spot of the invert or position qualified for if outside the invert

2) A new driver that does not have a Point Average shall be lined up at the rear of the field of cars in Main Event only. If a driver with no point average earns a transfer spot the driver will tag the inverted field.

3) If a cars weight is light, the car will be pushed off the scales and the scales reset, then the car will be re-weighed. Cars will be allowed one time only to be light by 10 pounds (per season). Underweight cars will then be disqualified if weighed light for the second time.

4) Rookies will tag all events for a minimum of three race nights. If a rookie driver earns a transfer spot the driver will tag the inverted field. Rookies will display a rookie flag on their car for three races.

5) The top five- (5) finishers in the Main Event must report to the tech- area. Tech area must be defined prior to the main event. Failure to report to tech area will result in disqualification.

6) Maximum cars in main event are twenty-four cars, unless the track rules otherwise.

7) Illegal parts found at any time during race night, the car and driver are disqualified, second offense; disqualification, plus a \$100 fine, the third offense; disqualification, plus a \$300 fine and six-month suspension for car and driver. Offense shall be in same race season. Fines must be paid in cash to AMA before a driver can participate in any racing event. Car is suspended for six months from suspension date.

TROPHY DASH:

1) A pill draw from point standings will determine participants in the trophy dash or top four in points. A driver may win one trophy dash in each half of the season.

ASSOCIATION ENGINE PURCHASE Claim:

1) Any car finishing in the top 5 in the main event shall be eligible for engine claim

By any other driver finishing on the lead lap of the main event.

2) Claim Procedure

a. Any driver finishing on the lead lap may initiate the engine claim

procedure by presenting a check or money order in the sum of two

thousand dollars (\$2000.00) at the Pit Board.

b. Track Officials will appoint an Engine Claim Coordinator who will

promptly notify the driver of the car that the engine is being claimed.

c. The driver will not start, drive, or work on the car once an engine

claim has been initiated.

d. The Engine Claim Coordinator shall push the car to a designated area

for engine removal. The driver/owner may accompany the car but will

not start, drive, or work on the car.

e. Once the car has been moved to the designated area for engine

removal, the two parties will be called to the area. The driver/owner

of the car that is posting the claim will report to the designated area

with their car. The Owner/Driver of the claimed engine shall have two

options as to the engine claim. Option 1 – remove the engine and

receive two thousand dollars (\$2000.00) or Option 2 – receive five

hundred dollars (\$500.00) and the engine of the driver placing the claim. The decision is strictly up to the driver/owner that had the original claim placed on their vehicle.

f. All drivers/owners are expected to conduct themselves in a sportsman like manner at all time during an engine claim.

g. The engine claim shall include the engine, fuel injectors, starter, water pump, and all items typically included in an engine kit purchase. Items that are excluded from the engine purchase are as follows: Header, air cleaner, modified oil pans, wiring harness, oil cooler, or any device that has been legally modified.

h. Any driver or owner who refuses to abide by the claim procedure shall have their engine # registered and the engine shall be banned from competition. The driver/owner will be suspended from CSM competition for a period of 4 pre-scheduled races.

NOTE: Track Officials reserve the right to deny an engine claim that is retaliatory in nature.

YEAR END AWARDS

1) Rookie of the Year shall be determined by the rookie with the most points at the end of the season. A rookie shall be anyone who has not raced in more than three points races in any previous season. Drivers who have racing experience in any dirt track race car (four or more races) are not eligible for Rookie of the Year.

2) The top twenty in points will receive money from the season long general fund based on the earned points for the year. The AMA general fund will be paid out to drivers leaving a \$1000 balance for the next year.

POINTS:

1) Points will be awarded for main event only. Any driver not qualifying / starting the main event but drew a pill with a legal, operating car will receive 50 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 N / Q - 50
 6 - 100 16 - 80
 7 - 98 17 - 78
 8 - 96 18 - 76
 9 - 94 19 - 74
 10 - 92 20 - 72

Heat Race Points

1 - 10
 2 - 9
 3 - 8
 4 - 7
 5 - 6
 6 - 5
 7 - 4
 8 - 3
 9 - 2
 10+ - 1

1. BODY STYLES

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

2. BODY REQUIREMENTS AND SPECIFICATIONS

MODIFIED LITE

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

(a) OVERALL DIMENSIONS

- A. A. 42" min 50" max from ground - total car height.
- B. B. 124" maximum total length, bumper to bumper.

C. C. SIDES AND REAR QUARTER PANEL

- 1. 1. 84" max - Door and rear quarter length.
- D. D. 30" min 38" max - side height of rear quarter panel from the ground. 30" max height of quarter panel.

E. E. HOOD

- 1. 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. F. ROOF PANEL

- 1. 1. 40" min 48" max - length of roof panel. 36" min 42" max - width of roof.

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. G. REAR UPPER QUARTER PANEL

1. 1. 20" min 38" max rear upper side panel may contain plexiglass. Side panels maybe 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. H. SIDE WINDOW

1. 1. 18" min side opening length. 10" minimum side opening height front and rear.

I. I. INTERIOR

1. 1. 46" min 50" max - width of rear shelf and body panels. 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. 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. J. ADDITIONAL INTERIOR SPECIFICATIONS

1. 36" min 56" max - length of right side pod area with max 30deg. 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 1/2" 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. Rear spoiler max of 6" total height; with lip max 1/2". Spoiler and lip allowed on rear deck only.
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 to + or - 1/2" unless otherwise specified.

3. WEIGHT

- (a) All cars will weigh minimum 1240# with driver, after race. Empty car weight minimum 950#. (No ballast, no fuel) ZX -12 1340lbs with above requirements
- (b) No weight outside of car body, i.e. on nerf bars.

4. 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, 16" maximum. May not extend more than 8" behind rear body panels.
- (c) Bumper material must be hollow, round, and steel, with max wall thickness of .125
- (d) All Front & Rear Bumpers to be 90 degrees of frame rails

5. FIREWALL

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

6. WINDSHIELD

- (a) Windshield must be wire mesh or protection bars for dirt. 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.

7. 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. May not extend out beyond tread width more than 1" at the rear only.

8. 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 68" as measured above.

9. NUMBERS AND GRAPHICS

(a) Car number must be minimum 12" in height and 2" stroke. Numbers must be displayed on each side and roof. Numbers in 4" size should be on front and rear of car to help with line-ups. Car numbers must meet AMA Board approval

10. WHEELS AND TIRES

- (a) Steel wheels only, minimum wall thickness .090", 13" only. Wheel width max. 8".
- (b) Hoosier Racing Tire, 205/60D/13, Medium only, Hoosier item number 12130 or Goodyear D2520 G50 or Racing tire meeting the specifications of the previously mentioned tires; Matching Manufactures on all four. Tires must durometer 50 prerace minimum cold, post race durometer 43. AMA durometer is official.
- (c) Bead lock rims not allowed.
- (d) No tire softeners / conditioners.
- (e) Grooving and sipping is allowed
- (f) Quick Change rear end must run 205x13 spec tire only and always, Toyota rear ends can change tire up to 225 spec tire in lieu of change of gears at track. Both rear tires must be same size and rear only. 205's on front at all times.

11. ENGINE SPECIFICATIONS

- (a) Engine must be from a model 2 years old or older.
- (b) Fuel injected engines maximum 1000cc, no modifications from stock design.
- (c) Carbureted down draft engines: 1130cc Maximum, stock bore, stroke, and head configuration. Aftermarket carburetors and ignition allowed.
- (d) Side draft engines: 1200cc Maximum, stock bore, stroke. Head may be altered on oil/air cooled side draft engines for 2006 ONLY. Aftermarket carburetors and ignition allowed.
- (e) No aftermarket / non production for year and model camshafts.
- (f) 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.
- (g) Charging system optional. Battery powered ignition system only. Alternator cover allowed.
- (h) No auxiliary starters.
- (i) Engines must be front mounted in engine compartment.
- (j) 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.
- (k) No after market fuel injection, no turbos. No nitro or nitrous oxide. OEM fuel injection must remain stock.
- (l) Engine must be cooled by original intent. May use extra fan or oil cooler.

- (m) Fuel delivery must be by original intent. Carburetor/Fuel injection boot must fasten directly to head in the stock intake port location. (n) No porting, grinding, polishing, or changing stock configuration of intake or exhaust ports allowed. 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
- (o) Header must attach directly to head in stock exhaust port location
- (p) Oiling system may not include a dry sump system.
- (q) No increasing or decreasing of motor stock stroke in any way.
- (r) Engine exhaust must include muffler and exit rearward. Muffler must be a minimum of 95 decibels at 25 feet or meet local track regulations
- (s) Carburetors or Fuel Injection and all 4 spark plugs must be removed before checking CC.
- (t) Automatic Fuel Shut-offs recommended for 2010 and mandatory for 2011.

The board reserves the right to waive the engine rule for owners and drivers meeting the requirements of a rookie status for the completion of the current racing season. It will be disqualified if in need repair or it is determined to an unfair advantage to the other members

12. 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.
- (c) Gasoline only, no fuel additives allowed.
- (d) Reinforced or steel braided line must be used in all high-pressure areas.
- (e) A direct manual cutoff switch shall be installed on the right rear shelf of deck lid or right front of dash. The emergency electrical cut off switch will be clearly located and marked.

13. 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 are allowed, Gear changes allowed at track at anytime
All gear ratios allowed
- (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.

14. FRAME AND ROLL CAGE

- (a) Main frame 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) 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, 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 - S".
- (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.

15. 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 NOT permitted.
3. Maximum 3 radius rods or 3 link suspension.
4. Single panhard bar.

(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. 60" maximum width – outside of tire to outside of tire. (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.

(i) No leaf springs.

(j) No birdcage, Watts link, Jacobs ladder. Solid mounts only.

(k) No torsion bar suspension system of any type allowed.

16. 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.

17. BRAKES

(a) All four wheels must have working calipers and rotors.

(b) Rotors and calipers:

1. Steel rotors mandatory, .250 minimum thickness with no aluminum hats.
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 shut off allowed.

(d) Competition-type master cylinders allowed.

18. SAFETY EQUIPMENT

(a) Fire extinguisher, optional subject to track rules

(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 or Higher for 2010 SA2005 or higher for 2011
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, lap belts a minimum of 3-inch belts. Belts must have a SFI rating of 16.1 or greater tag.

(d) Aluminum, high-backed racing seat mandatory.

(e) Window nets, arm restraints, and head & neck restraints HIGHLY recommended.

19. NO two-way radios. One-way communication from officials only is allowed.

20. NO mirrors allowed.

21. DRIVER QUALIFICATIONS

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

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 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 AMA 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) AMA reserves the right to reject or allow entry of any driver or car.

(d) Abuse or confrontation of any racetrack or AMA 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. AMA officials will address winnings,

points, or rules interpretations. Any disputes or discussions of this nature are to be held with AMA 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 AMA, 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 AMA, any track owner, promoter, or official with respect to any alleged act or omission or agreement by any of them.

(h) AMA 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 AMA.

An AMA OFFICIAL DECISION IS FINAL.

(j) Effective date of these rules February, 2010.