



2026/2027 **MODLITES AUSTRALIA INC.**

RULES OF COMPETITION

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1. Definitions

- **4130 Tube** means low alloy steel tube containing 1% chromium and 0.2% molybdenum. Commonly known as chrome-moly tube.
- **Blue Ribbon Event:** National or State Title or a special event organised by Modlites Australia.
- **Body** means the sheet-metal structure that is attached to the chassis to give the car its shape.
- **Bump Stop** means a rubber washer that sits on the shock absorber shaft to protect it against damage from bottoming out.
- **CDS** means Cold Drawn Seamless tube with a minimum tensile strength of 450mpa.
- **Chassis:** Means the load bearing tubular space frame structure that encases the driver, engine and drive train. Does not include any suspension or other removable attachments such as nerf bars and bumpers. May include a removable front clip and or removable rear clip.
- **Classic** means a Dwarf or Legend style of car.
- **Contracted Driver** means a driver who has pre-paid a nomination fee to compete in a competition that involves a series of race meetings (2 or more) where points from each meeting are accumulated. The driver with the highest accumulated points is declared the winner (Excludes State and National Titles).
- **Deck Lid** means the horizontal flat panel behind the rear hoop that covers the differential and fuel tank. (Figure 4)
- **DOCOL** is a type of steel tube that is used in roll cage construction.
- **DOM** means Drawn Over Mandrel tubing.
- **ECU** means Electronic Control Unit. An electronic control unit also known as an electronic control module is an embedded system in automotive electronics that has the ability to control one or more electrical systems or subsystems in a vehicle.
- **Endorsed Official (Person)** means a person who has been approved by Modlites Australia to carry out a specific task.
- **Front Clip:** Means the front of the chassis from the fire wall forward that can be bolted in place for quick replacement in the case of damage sustained.
- **Front roll cage hoop** means the forward transverse “hoop that forms a continuous connection of tubing” that includes the windscreen area of the roll cage and passes down to the main frame rails (Figure 15). The front and rear roll cage hoops are connected in a cage formation.
- **Head scrutineer** means the Modlites Australia Scrutineer who is in charge of scrutineering at a Modlites Australia sanctioned event.
- **Hood** means the front section of the car body that extends from the front of the windscreen to 8” in front of the centre of the front spindle. (Figure 5&6).
- **Hoop that forms a continuous connection of tubing** means either the transverse hoop formed when tubes in the vertical plane, via a continuous series of connections (welded), attach to an overhead horizontal tube forming a hoop OR a continuous bending of tube that forms a hoop.
- **“In Design”** means as initially manufactured or in as new condition.
- **Louvre** means a pressing in the metal panel that forms an opening no greater than 100mm wide and 13mm high.
- **Main Frame:** Means the lower frame structure that supports the roll cage. The main frame forms part of the chassis and extends from the cross-member in front of the engine to the rearmost cross-member where the rear roll cage hoop attaches.
- **Modlite** means a race car that complies with these rules.
- **Modlites Australia Official:** Means any person or persons who have been engaged by Modlites Australia or an Affiliate club to perform scrutineering duties or officiate at a Modlite Australia sanctioned event. Modlites Australia Officials may be any Modlites Australia or Affiliated Club Committee member, Speedway Australia Modlite endorsed scrutineer or Affiliated Club member

endorsed by Modlites Australia as a “qualified person”. Every Modlites Australia sanctioned event must have a Modlites Australia Official present to officiate.

- **Nose** means the front section of the car body that extends from the front of the hood to the front bumper (Figure 5).
- **OEM:** Means Original Equipment Manufacturer. This means that any parts that fall under the heading “OEM” must be a standard part manufactured by the company that manufactures and distributes the motorbikes associated with the model and series of engine used in the Modlite Race Car.
- **Over Slung Chassis:** Means a chassis where the rear clip does not fully enclose the differential on both sides. Example of an over-slung chassis would be a 2018+ Pro-Chassis where there is no tubing running under the chassis.
- **Primary Club Membership** means the club membership that the driver and/or Car Owner has allegiance with, and they compete at the majority of race meetings under that club registered racing number.
- **Qualified Person:** Means a person that Modlites Australia has endorsed as being qualified to perform the required task. (Example: Modlites Australia may endorse a person who is competent in the use of engine measuring tools for performing Sealing or Daylighting inspections even though that person is not a qualified engine builder). Persons must submit in writing their name and experience if they wish to be recognised as a Qualified Person. A Scrutineer is NOT automatically recognised as a Qualified Person
- **Rake:** Angle down towards the front of the car relative to the longitudinal section of the main frame.
- **Rear frame Area (Rear Clip):** Means the rear chassis area that housed the differential, battery and fuel tank.
- **Rear roll cage hoop** means the most rearward transverse “hoop that forms a continuous connection of tubing”. The hoop connects the two main frame rails and passes over the driver head (Figure 15).
- **RHS** means Rectangular Hollow Section tubing.
- **Right side Raise Rail** means the right-side frame rail or part there-of, may sit one inch higher than the left side frame rail (Horizontal Plane) but **MUST** remain a mirror image of the left side frame rail (Rule 24.10).
- **Roll cage** Means the tubular space frame structure that attaches to the main frame and encases the driver for protection against roll over and impact. This tubular structure extends from the most forward hoop that forms the windscreen area to the most rearward hoop that protects the drivers head (Figure 15).
- **Scrutineer** means a person who has completed the Governing Body for Speedway in Australia (Speedway Australia) Scrutineering course, met Speedway Australia requirements for a scrutineer and been endorsed by Modlites Australia as a scrutineer.
- **Substitute Car** means a Modlite Race Car that has been loaned to another driver whilst that driver attempts to repair their damaged car. The Substitute Car and original driver must be nominated to race in that meeting and be drawn in the heats. The driver that is loaned the car must start all their heats and feature race from rear of field.
- **Test Hoop** means the hoop structure used by scrutineers to determine if the car exceeds maximum allowable width or height. Cars may not touch the vertical or upper horizontal structure of this hoop when passing through.
- **Tube** means round tube unless otherwise described.
- **Tyre Durometer:** Means a device for measuring the hardness of a tyre (Figure 23).
- **Variable Valve Timing (VVT)** means any form of technology that automatically adjusts the inlet and/or exhaust valve timing, duration or lift that is based upon an engines operating condition such as speed, load or environmental conditions. Manually adjustable cam gears that are set prior to an engine being sealed are legal to use.

2. Preface

Adoption of these Rules of Competition and General Rules shall take precedence over any and all pre-existing rules set out by Modlites Australia. Any item not covered within these rules is to be deemed illegal until a definitive decision on its legality can be determined by the Modlites Australia Committee and updated within these rules.

When a car is registered with Modlites Australia, the Car Owner is agreeing to abide by the terms and conditions set out in the Modlites Australia Constitution and Rules of Competition. It is the responsibility of the Car Owner to ensure that all persons who are associated with the car and who attend race meetings understand and comply with the current Modlites Australia Constitution, Modlites Australia Rules of Competition, Modlites Australia General Rules and Speedway Australia Racing Rules and regulations. 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 required to comply 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.

3. Rules Review Period

The rules review period is held every three years in January commencing January 2025. All members of Modlites Australia Affiliate Clubs are allowed to suggest rule changes using the Rule Change form supplied by Modlites Australia. Only car owners are allowed to participate in voting on whether rules are passed. Information on the voting process is set out in the Modlites Australia Constitution. The Modlites Australia Constitution can be downloaded from the official Modlites Australia website www.modlitesaustralia.com.au. It is the responsibility of all Club Officials to encourage Car Owners to participate in the rules review process.

The Rules Review period is based around the following requirements.

- A. Rules that affect the engine specifications of a Modlite Race Car
- B. Rules that affect the performance of a Modlite Race Car
- C. Rules that affect the design of a Modlite Race Car
- D. Rules that increase the cost of operating or maintaining a Modlite Race Car.
- E. Rule changes within the Modlites Australia Constitution

4. Notable Rule Changes.

5. Rules of Competition and General Rules

- 5.1 Unless these rules allow for deviation, the Modlites Australia Rules of Competition and General Rules shall apply to all Modlites Australia sanctioned events and must be strictly adhered to by all persons involved with Modlite racing in Australia. All Affiliate Clubs MUST work within these rules and not deviate from them without express permission from Modlites Australia.
- 5.2 Modlite race cars may be inspected for compliance by a Modlites Australia endorsed Official at any time. Any inspection must be carried out within the boundaries of these rules.

- 5.3** Qualified Persons carrying out the Daylighting procedure have the right to refuse registration if they deem a car or chassis is not safe or poorly constructed. If a chassis is deemed unsafe the car owner may then submit a request to Modlites Australia to have their chassis inspected by a Modlites Australia approved engineer for acceptance.
- 5.3** Approval of a vehicle by a Modlites Australia recognised “Qualified Person” shall mean only that the vehicle is approved for participation in a Modlites Australia sanctioned event and shall not be construed in any way to mean that the inspected vehicle is guaranteed mechanically sound. Be it further declared that neither, the Qualified Person, Modlites Australia, any club affiliated with Modlites Australia, or persons involved in the inspection process shall be held liable for any mechanical failure, losses, injuries or death resulting from the same.
- 5.4** All drivers must be a minimum of sixteen (16) years of age. All drivers under the age of 18 years old MUST have a signed waiver by parent or guardian. All drivers must hold a current Speedway Australia “B” class licence or higher and hold a primary membership of an Affiliate Club. This rule is governed by the governing body for Speedway in Australia (Currently Speedway Australia).

6. *Modlite General Specifications*

- 6.1** All vehicle specifications and compliance requirements covered by these rules are final and any deviation from these specifications will NOT be allowed without prior approval from the Modlites Australia committee.
- 6.2** Modified appearing body styles including IMCA/UMP/Dirt-Car are to be known as Modified Lite (Modlite) body styles.
- 6.3** All cars must meet the chassis specifications set out in **Rule 24**. Chassis that don’t meet these specifications and have not been registered with Modlites Australia for a complete season OR have not competed in three or more Modlites Australia sanctioned races during the 12-month period prior to the date of inspection OR deemed unsafe OR of poor build quality will not be allowed to be re-registered.
- 6.4** No fenders allowed
- 6.5** No wings allowed.
- 6.6** All dimensions must meet specification with the car race ready, driver seated and car weight at 1325 Lbs or greater.
- 6.7** The intent of these specifications is to follow the body appearance of an IMCA/UMP/DIRT modified racecar.
- 6.8** All Modlite race cars in full race trim, weighing 1325 pounds or greater with driver seated, must be able to have the test hoop pass freely (not touch) over the car. The test hoop is 60 .5 inches wide by 53.5 inches high. (*Figure 1*).

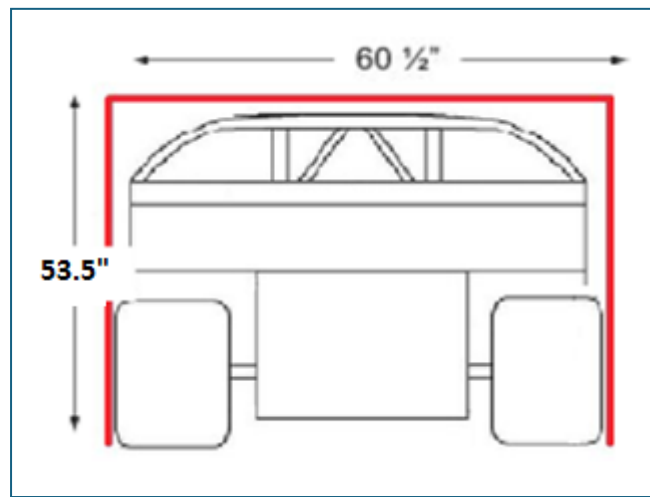


Figure 1

- 6.9** Wheelbase 73 inches +or- 1 inch. This means the wheelbase must not exceed 74 inches or be less than 72 inches (NO TOLERANCE). The wheelbase is the straight-line distance (parallel to the chassis rail) between the centres of the front and rear hubs with the front and rear tyres aligned parallel with each other on the side being measured. (*Figure 3 & 4*).
- 6.10** Trunk lids in the rear deck must be secured. Louvers are allowed.
- 6.11** Vehicle total length must not exceed 132 inches (3.353 meters). Measurement is taken from the outside of the front bumper to the outside of the rear bumper.

7. *Modlite Body Specifications.*

Unless “no tolerance” is stated or a tolerance given, all body dimensions are to be within a tolerance of (+ or -) ½” (one half inch) of the measurement given unless otherwise stated. This is a tolerance, not a dimension that is intended to be added to the body dimensions.

Body including roof must be metal construction, minimum 26-gauge steel or 0.040" aluminium must be used. All exposed edges must be folded or trimmed over for safety.

Width at rear shelf of body panels is 46 inches min 50 inches max (No tolerance) (*Figure 2*).

Width of body panels at lowest point: min 46 inches, max 58 inches (No tolerance) (*Figure 2*).

Body contour must follow the frame and roll cage. To increase the roof angle, a spacer may be used to lift the rear.

Fasteners securing the body panels, hood and trunk must be of a positive locking type. The hood and trunk must be fastened using Wing Type Dzus fasteners that can be removed by hand without a tool.

Front of door section to the rear most point of the quarter panel must not exceed 86 inches (*Figure 3*).

Side height of the top of rear quarter panel (deck lid) to the ground --- 30 inches min, 36 inches max (No tolerance) (*Figure 3*).

Max height of quarter panel 32 inches (No tolerance) (*Figure 3*).

If side pods are used: Length of side pods is 36 inches min to 56 inches max with a maximum rake of 30° relative to frame rail (No tolerance). Left side pod may be altered for driver access.

Side pod raking may not extend rearward past the centreline of the rear axle.

Rear quarter length from centre of rear hub to rear of quarter panel must not exceed 20 inches min to 32 inches max (No tolerance) (*Figure 3*).

Body must be centred on the chassis.

No part of the roof panel can be taller than 53 inches or less than 42 inches when measured vertically from the ground, no tolerance (*Figure 2*).

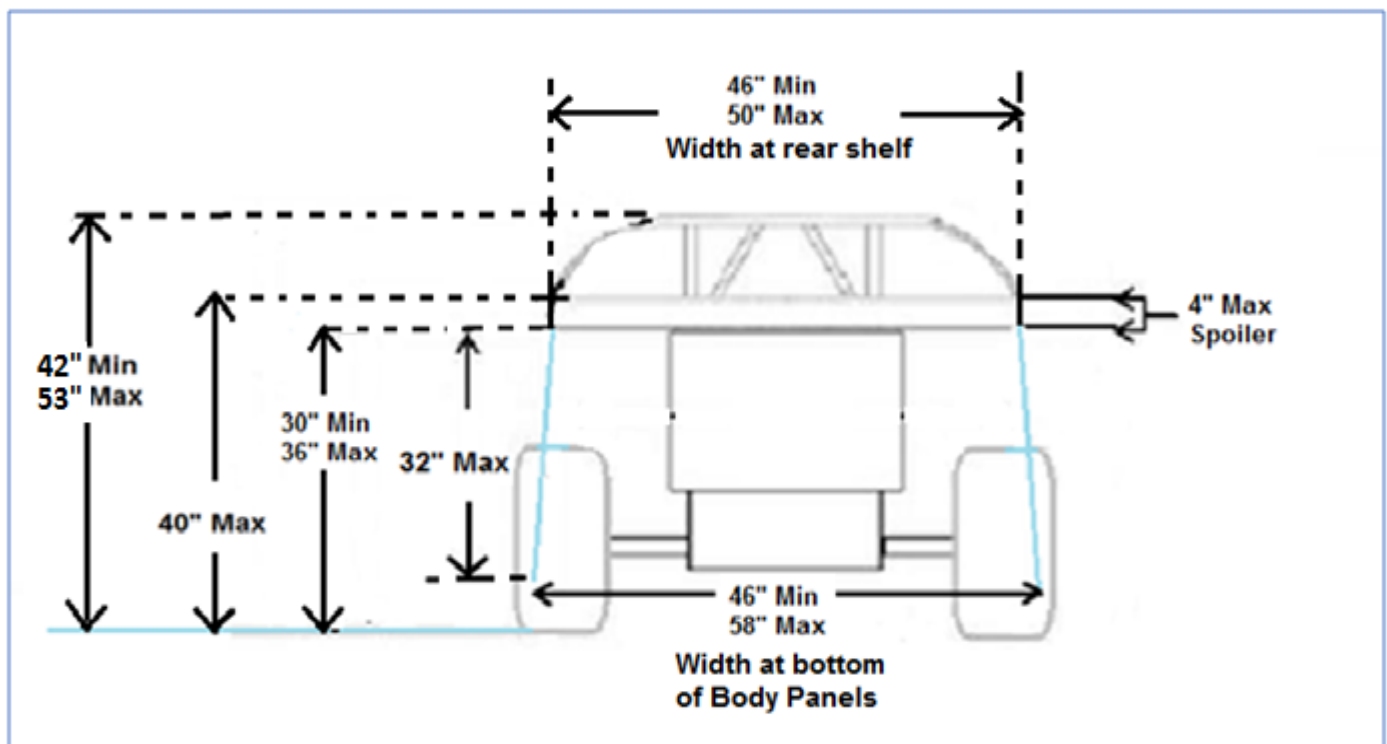


Figure 2

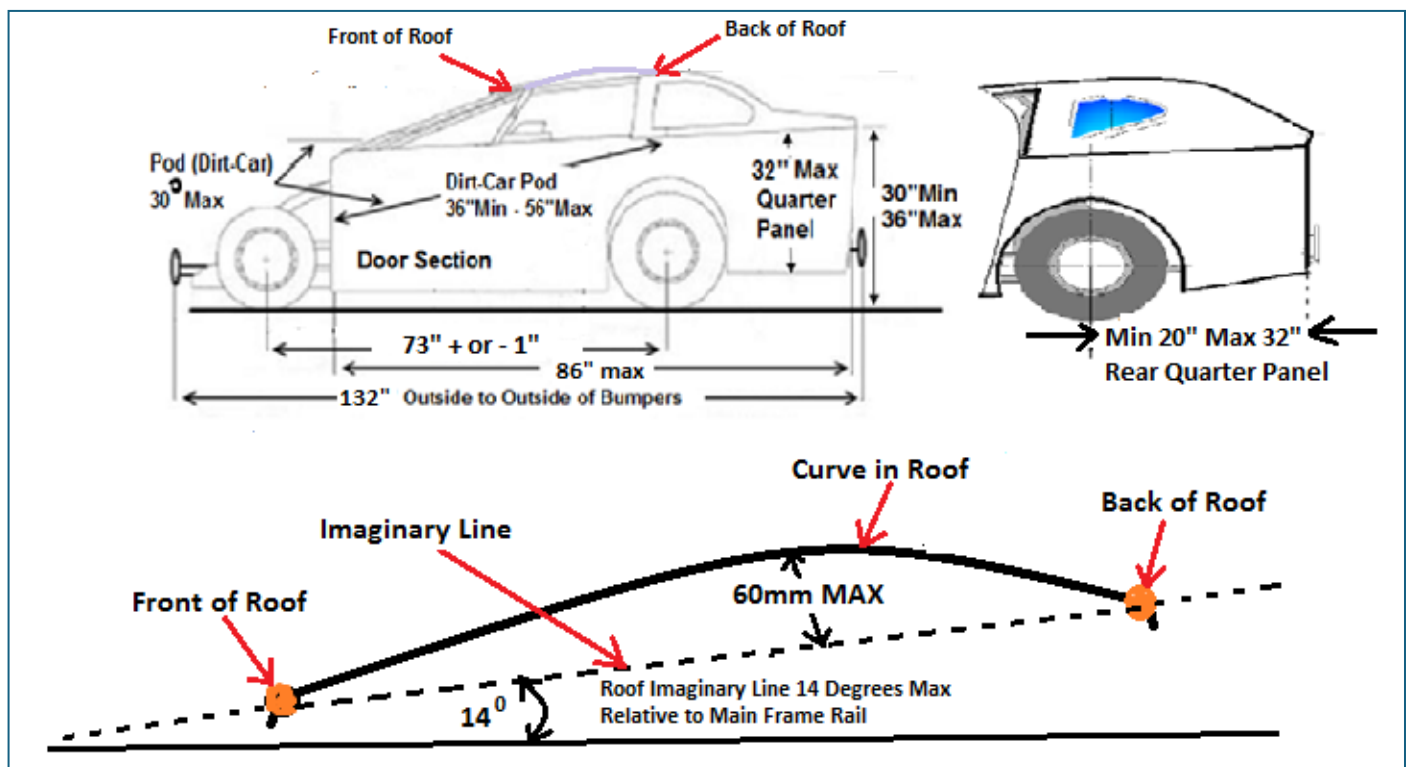


Figure 3

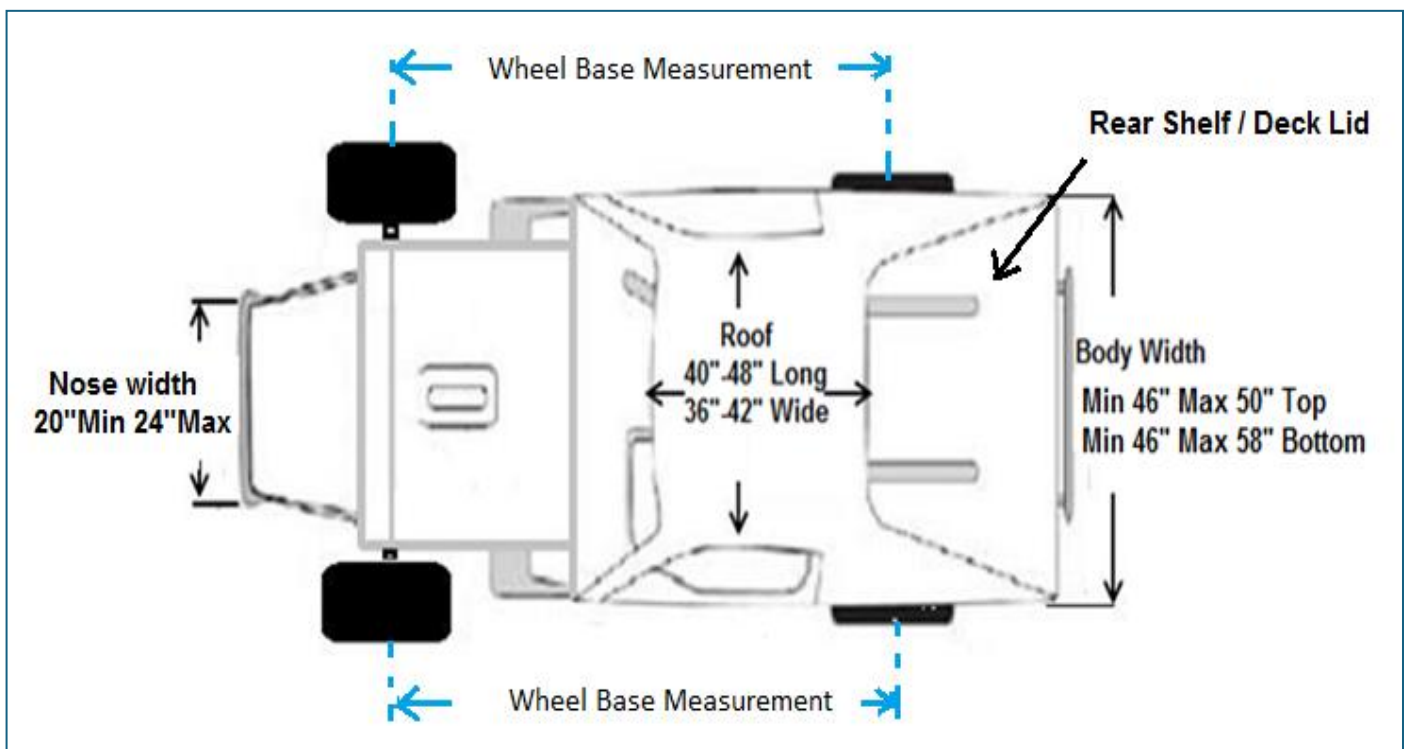


Figure 4

8. Modlite Hood and Nose Section

- 8.1. Hood height (excluding air filter and any plastic or sheet metal cover used to protect the air filter) must not be less than 20 inches or exceed 29 inches max (No tolerance). The hood height is the vertical measurement from the bottom of the lowest point on the main frame rail to the top of the hood (*Figure 5*).
- 8.2 Rear of hood becomes part of windshield area rules.
- 8.3 No part of the nose section (excluding bumper) can exceed 20" minimum or 24" maximum in width (*Figure 6*). (Cars manufactured prior to the 2018 production year with the narrow nose will be grandfathered. If the front clip of a narrow nosed car is replaced, it should be upgraded to a compliant size where possible).
- 8.4 The Hood section may taper out to door panels (*Figure 6*).
- 8.5 Maximum 1.5-inch vertical side fins allowed on either side of the nose panel.
- 8.6 Cooling openings allowed in nose area.
- 8.7 Approved plastic nosepieces allowed. Plastic nose must be mounted in an approved manner and can extend no further back than front of hood.
- 8.8 Front of bumper may not extend more than 30 inches forward of spindle centre (No tolerance). Measurements to be taken from centre of either front spindle to the outside of front bumper (*Figure 5*).

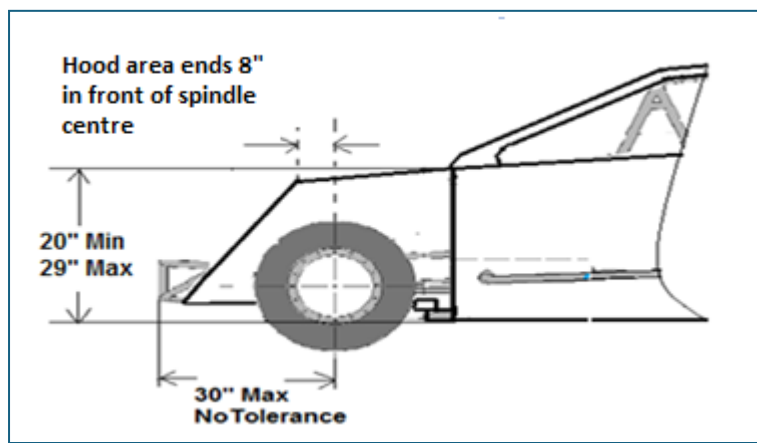


Figure 5

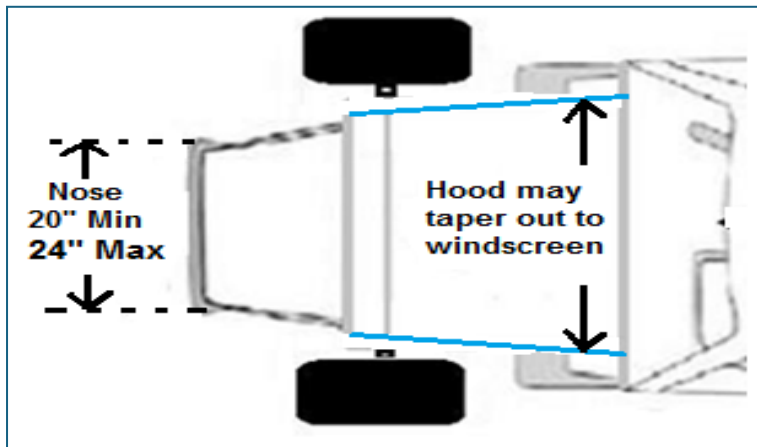


Figure 6

9. Modlite Roof Panel

- 9.1 Roof panel length must be between 40 inches min to 48 inches max (No tolerance). Roof panel width must be 36 inches min to 42 inches max (No tolerance) (Figure 4). Sail panels are not part of the roof panel measurements.
- 9.2 The top face of the roof panel must be transversely (across) flat in design. An imaginary line linking the front edge and rear edge of the roof panel must not exceed 14 degrees angle of rake relative to the frame rail (Figure 3). A longitudinally convex shaped roof is allowed with the curvature not to exceed a 60mm perpendicular distance from any point on the curve to the imaginary line linking the front edge and rear edge of the roof panel (Figure 3). No roof panel is to be concave in design. No upward facing deflectors of any type on upper side of the roof panel including front and rear edges.
- 9.3 Maximum 0.75-inch rear roof stiffener (must face down).
- 9.4 Maximum 1.5-inch fold down rock guard at front of roof.
- 9.5 Driver roof hatch Mandatory. Driver must be able to show that they can exit safely through the hatch in full race gear.

10. Modlite Sail Panels

10.1 Sail Panels may contain plexiglass.

10.2 The Sail Panel outer surface profile must be flat or convex (*Figure 9*).

10.3 Sail panel must not exceed 1" (one) inch above or 3" (three) below an imaginary straight line from the rear edge of roof panel to 4" above the top edge of the back of the rear quarter panel (top of spoiler if used). Measurements are taken looking from the side elevation (*Figure 7 & 8*).

10.4 Both sail panels will be a mirror image of each other.

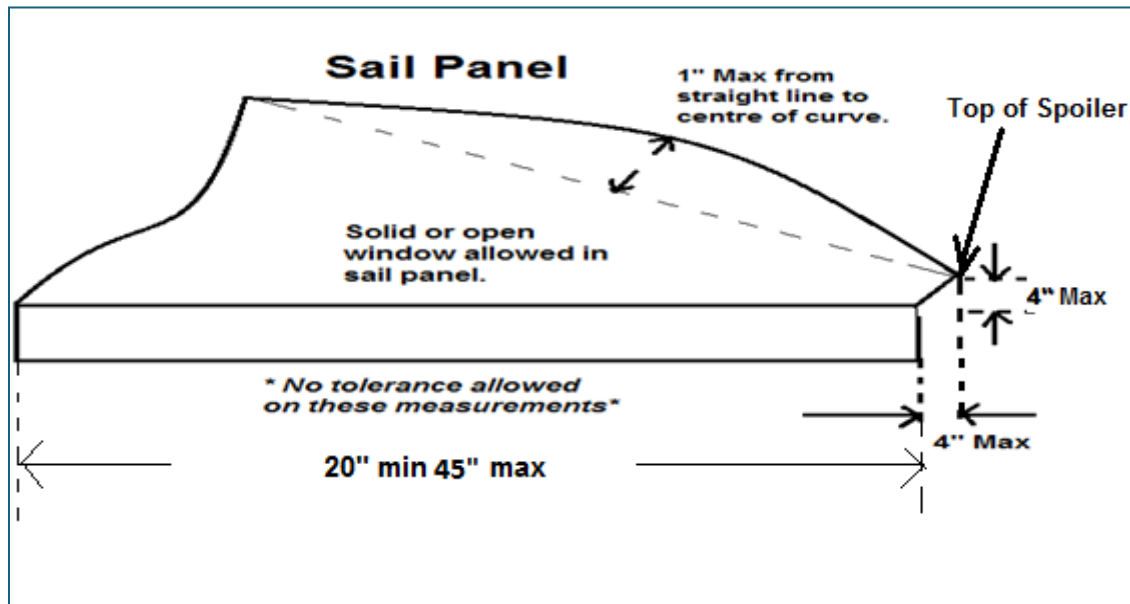


Figure 7

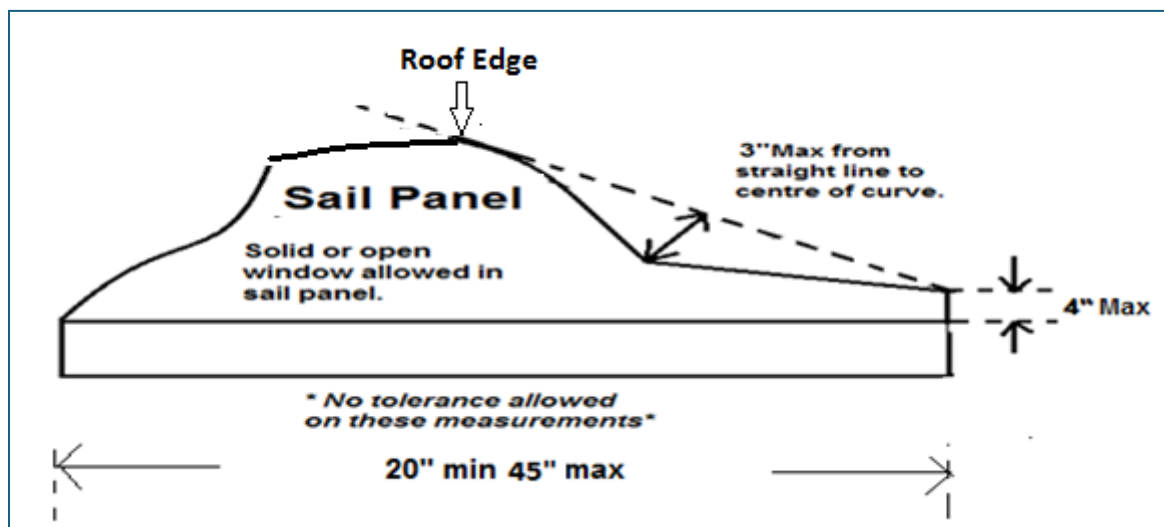


Figure 8

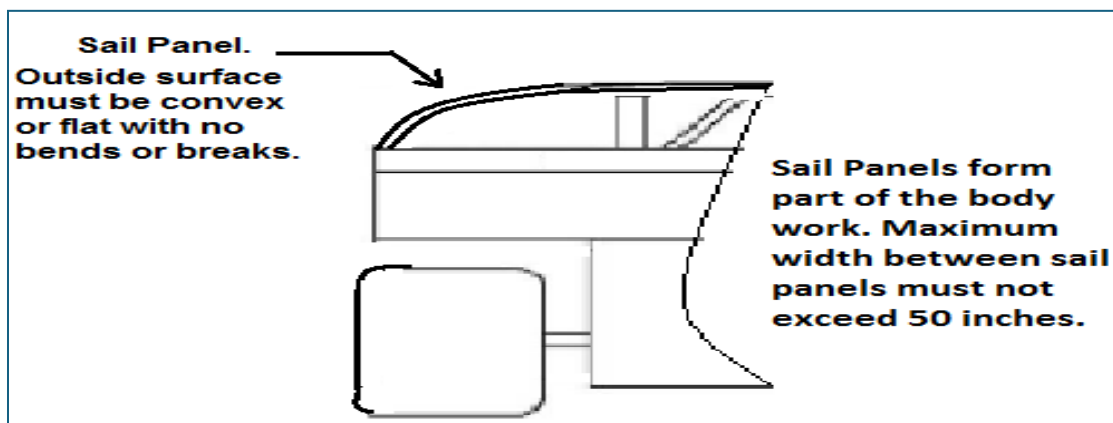


Figure 9

11. *Modlite Side Window*

- 11.1** There must be a minimum clear opening of 18 inches long by 10 inches high in both the drivers and passenger side windows (No Tolerance). (*Figure 10*)

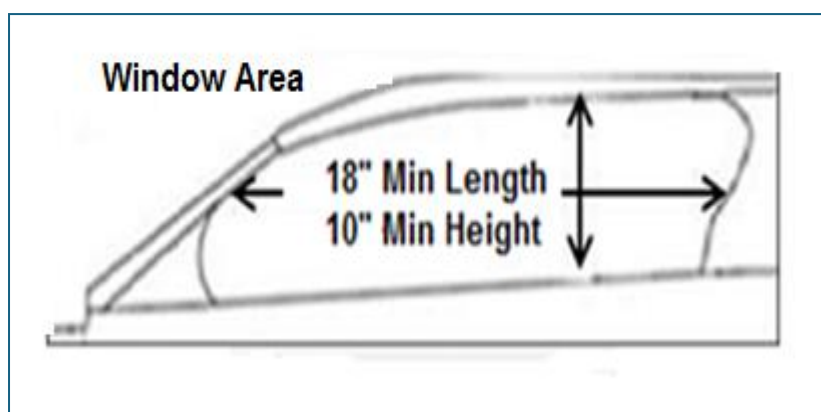


Figure 10

12. *Modlite Interior*

- 12.1** Only flat panels with a ½ inch fold down (for rigidity) may be used to form the cockpit decking and side covers. No concave or convex panels unless they are directly attached to the intrusion bars or form part of the instrument panel.
- 12.2** Rear shelf and cockpit area may have no more than a 5-degree rake and may not be concave or convex in design.

13. *Modlite Rear Spoiler*

- 13.1** A one piece, aluminium or Lexan spoiler with a maximum height of 4 inches above the back of the rear deck will be permitted. The top of the spoiler may extend past the end of the rear deck by 4" (*Figure 7 & 8*).

- 13.2** 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 of device not permitted.
- 13.3** The maximum overall height of the spoiler when measured from the ground must not exceed 40"-inches. The spoiler must be mounted between the sail panels or rear quarter panels.
- 13.4** The addition of a metal gurney lip and/or table and/or flanges and/or lips is **NOT** permitted.
- 13.5** A single horizontal brake or bend along the aluminium or Lexan spoiler will be permitted for reinforcement and to provide a safety edge. The bend or brake must not be deemed a Gurney Lip.
- 13.6** A second horizontal fold is allowed at the base of the spoiler for mounting to the deck.
- 13.6** No vertical supports or gussets are permitted for fastening the spoiler to the rear deck. The spoiler may be secured to each Sail Panel or Rear Quarter Panel by means of a single tab at each end. Each tab must sit no higher than the spoiler and be a maximum of 6 inches long x 4 inches high. Tabs must be for reinforcement only.

14. *Modlite Rear Frame Area.*

- 14.1** The rear frame area is the chassis structure beneath the rear shelf. This area may be enclosed by a metal panel.
- 14.2** Louvers and holes allowed in this panel to allow air flow, Louvre means a pressing in the metal panel that forms an opening no greater than 100mm wide and 13mm high.

15. *Car Weight Program*

- 15.1** All cars following the MODLITES AUSTRALIA program must weigh a minimum of 1325 lbs, with driver after race.
- 15.2** Ballast must be mounted to the chassis, within the car body and below deck height. Ballast must NOT be mounted to the nerf bars, bumpers or to any un-sprung component.
- 15.4** Attached ballast must be securely bolted to the chassis. A minimum of one x 1/2" (grade eight) bolt or larger for ballast up to 5kg and a minimum of two x 1/2" (grade eight) bolts or larger for ballast over 5kg. No more than 11.5kgs allowed in a single ballast weight. Weight must be painted white with car number displayed. Penalty for losing a ballast weight on the racetrack is disqualification from the event.

16. *Bumper Dimensions*

- 16.1** Front bumper maximum width 30 inches and minimum width is 20 inches. Ground to top of bumper must be 12 inches minimum up to 16 inches maximum. Bumper may not extend more than 30 inches forward of the spindle measured from the centre of the front spindle to the outside of front bumper. Front bumpers may have a maximum rake of 30° (*Figure 11*).

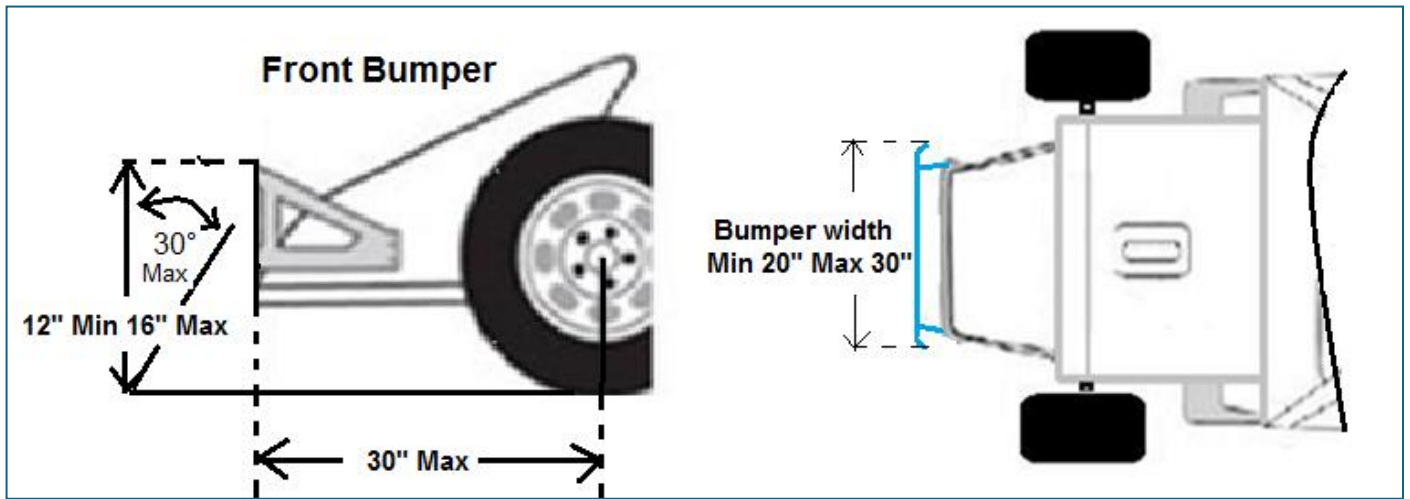


Figure 11

- 16.2** Rear bumper maximum width 56 inches or minimum width 34 inches. Rear bumper must have two horizontal bars combined with a minimum of three vertical sections that form a continuous hoop (no protrusions outside of this hoop). Rear bumper max height between outermost edges of horizontal bars is 10 inches. The distance from the ground to the top of the rear bumper must be 12 inches minimum or 18 inches maximum. Rear bumper must not extend more than 10 inches behind rear-most point of the body panels (*Figure 12*).
- 16.3** A hoop is allowed on the top side of the rear bumper bar no wider than 12 inches and a maximum of 8 inches high. Must be manufactured from the same material as the rear bar and welded in place. This is an option for push car protection only (*Figure 12*).

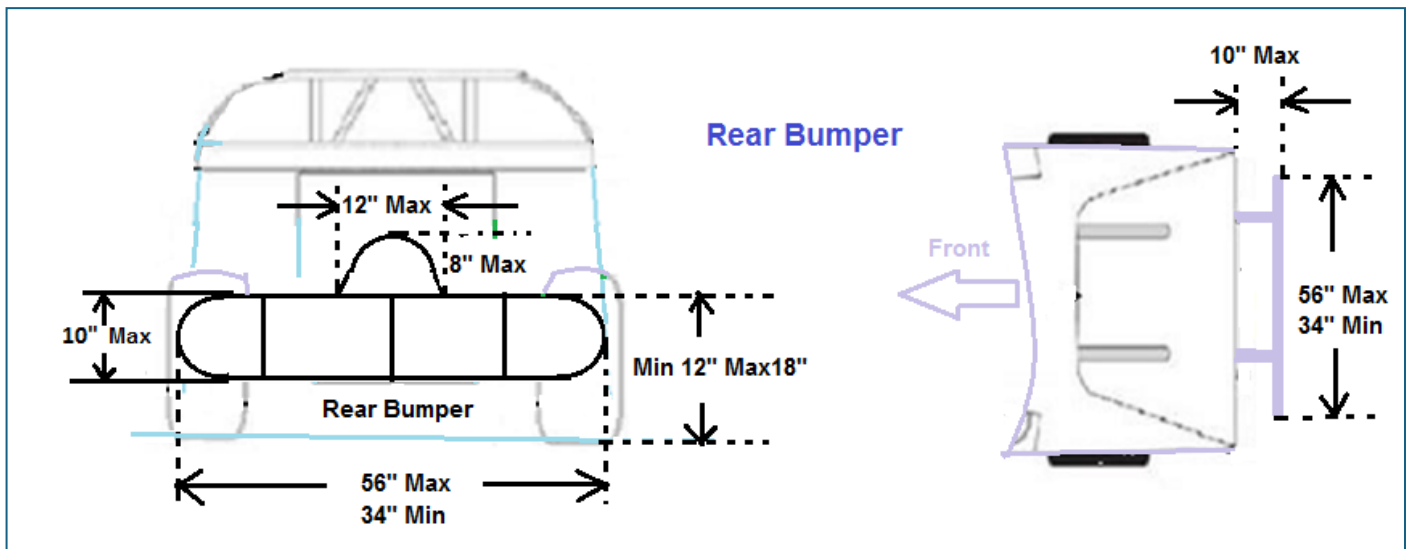


Figure 12

- 16.4** All bumpers must be round hollow metal tube with a maximum wall thickness of 0.125 inches (3 mm).
- 16.5** All bumpers and Nerf-bars must be removable and mounted in position with either connecting pins or bolts.

17. Firewall

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

18. Windshield & Dirt Deflector

Windshield must be flat and constructed of a maximum 2-inch x 2-inch wire mesh or protection bars with a minimum gap between bars of 1 inch. All mesh and bars must have a minimum thickness of 3/32". No glass or plexiglass windshields allowed. All other cockpit areas must remain open. A curved or straight wind deflector may be mounted in front of the driver and must be no wider than the roll cage area that the windshield attaches to. The windshield must be positioned to protect the driver from flying debris.

Dirt deflector: The height of the dirt deflector must remain parallel with the inner deck panels and must not be higher than 4" (100mm) from the inner deck panels.

The rear of the dirt deflector must not protrude back more than 17" (430mm) measured from the rear roll cage upright.

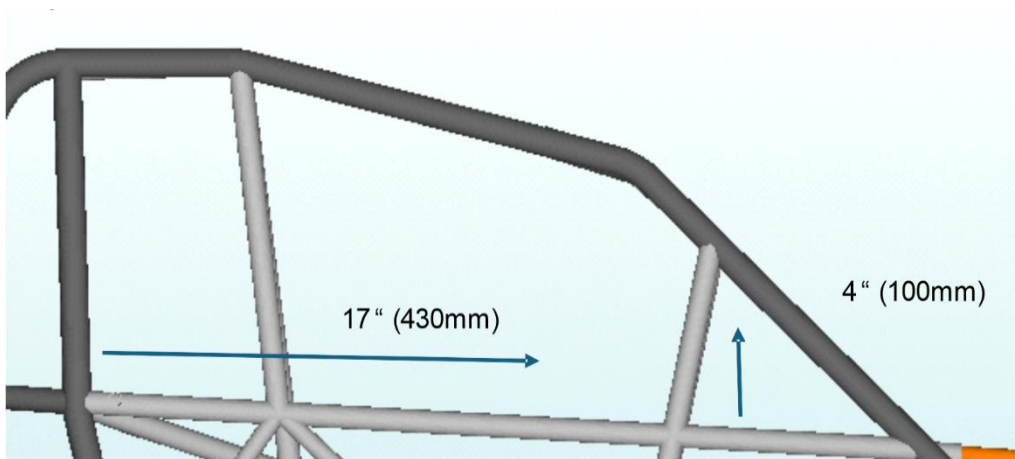


Figure: Dirt Deflector

19. Nerf Bars

19.1 Nerf Bars or kick-outs must be mounted to the chassis at a minimum of two points and run the full length between front and rear tires.

19.2 Nerf bars must be round metal tube that does not exceed 1.25" diameter and 0.125" wall thickness.

19.3 Nerf-bars must sit no more than 3" inside the outer edge of the rear tire and must not protrude more than 1" past the outside of the rear tire.

20. Seat

20.1 Seat must be high-backed aluminium, racing type. Left and right head supports mandatory.

20.2 It is recommended that full containment type seat with head rest and head surround are used. Full containment seats should meet or exceed the SFI 39.2 specification and display a legible and valid SFI 39.2 label.

- 20.3** Seat must be mounted to a seat frame that is welded to the race-car main frame structure (*Figure 13*). Seats must be mounted to the seat frame as per the manufacturers' instructions, using materials recommended by the manufacturer.

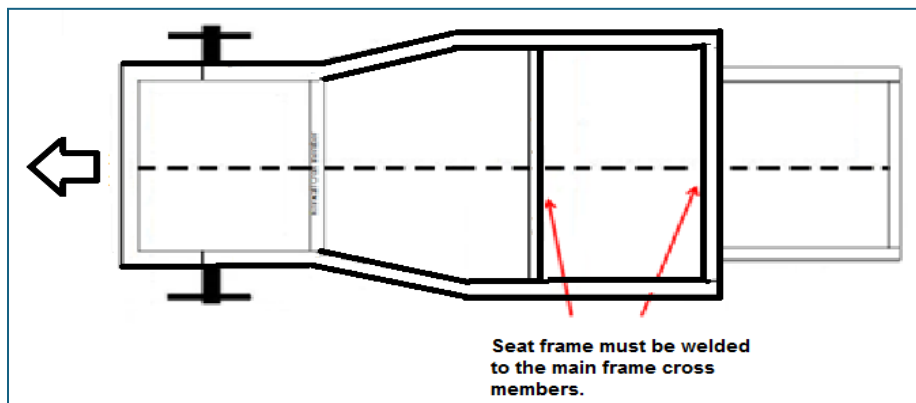


Figure 13

- 20.4** Cars manufactured prior to the 2018 production year with seats bolted directly to the floor will be grandfathered. Floor must be welded in place if seat is bolted directly to the floor.
- 20.5** Seats must be used as supplied and installed as per the seat manufacturers' instructions, with the exception of trimming the length of the left side head surround for the purpose of egress only. If the left side head surround is trimmed to a distance that is less than the most forward surface of the drivers' helmet (usually the area crossing the chin) then recommend a left side window net meeting the SFI 37.1 installed with a quick release latch.
- 20.6** All cars will have a permanent bar located behind the seat at shoulder level for seat belt tensioning.
- 20.7** Bottom rear of seat must not be positioned more than 65-inch rearward, measured from the centre of either of the front spindles (*Figure 14*).

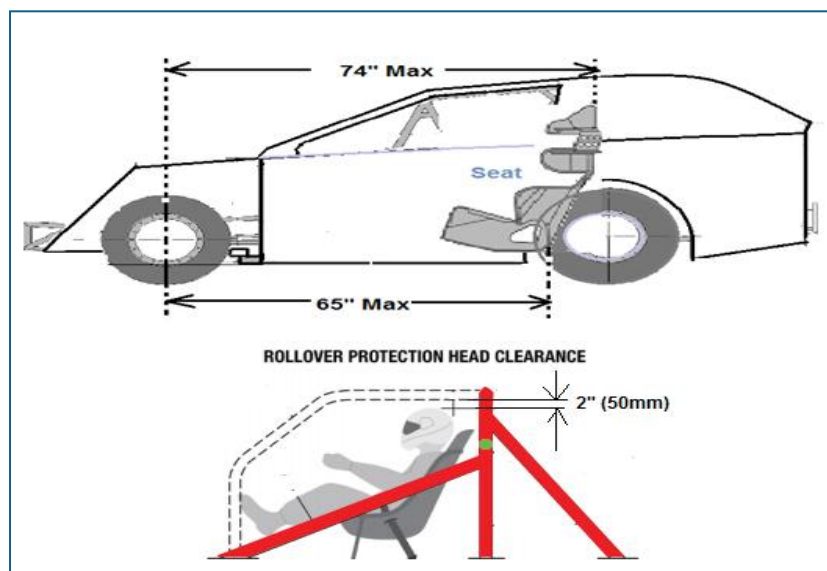


Figure 14

- 20.8** Seat may be tilted back for added driver head clearance; however, no portion of the seat may be set back more than 74 inches measured from the centre of either front spindle (*Figure 14*).

- 20.9.** The minimum helmet clearance inside the roll cage is to be 50mm from all roll bars (No tolerance). Measurement is taken from the underside of the overhead roll cage bars to the top of the helmet with the driver seated and in full harness (*Figure 14*).

21. Numbers, Graphics and Transponder

- 21.1** Car number must be minimum 12 inches in height and 2 inches stroke. Numbers must be displayed on each door OR quarter panel and the roof. The rear trunk area and nose should have 4-inch size numbers to help with line-up identification.
- 21.2** State prefix must be in front of all numbers i.e. Q – Qld, S – SA, W – WA, N – NSW, ACT - ACT, V – Vic, NT-NT, T-Tas
- 21.3 Australian Title holder:** Only the current Australian Title holder is allowed to display the number A1 (Australia 1) as the prominent number on their car during any Modlites Australia sanctioned competition event. Clubs must not give away a drivers' club number while that driver is the current Australian Title holder.

State Title holder: A person who wins a State Title can only display the State Number **1** as the prominent number on their car if their Primary Club Membership is with an Affiliate Club from that State. Persons who win a State Title from outside their Affiliate Clubs jurisdiction may display the number 1 on their cars rear quarters but must still display their club number as the prominent number. When the State Number **1** is the prominent number on the car, the number **1** must include the State prefix which must be clearly marked in letters a minimum of 6" high. The State prefix must be placed directly in front of the number 1 and be clearly visible from the tower when the car is on the track. Clubs must not give away a drivers' club number while that driver is the current State Title holder.

- 21.4** The transponder must be mounted anywhere on the main chassis and within the car body panels. It is recommended that the transponder be mounted as far forward as allowed and have a clear path to the track. Go-cart transponders are not recommended as they are not suited to taller cars resulting in timing errors.

22. Battery, Fuel System and Radiator

- 22.1** Battery, fuel filter and fuel pump must be mounted outside driver compartment and within the main chassis structure. Battery must be secure and held in place with metal clamps. After-market electric fuel pump allowed.
- 22.2** Fuel cell mandatory with a maximum carrying capacity of 5 gallons (20 Litres). Fuel cells must be located in the rear of the chassis (trunk area).
- 22.3** Reinforced or steel braided line must be used in all high-pressure fuel areas.
- 22.4** If the radiator is mounted vertically behind the driver's head, any forward-facing flexible radiator hoses must be covered by a guard to protect the driver from escaping hot fluid if a hose splits. Rear facing hoses are recommended.
- 22.5** Upright forward-facing radiator wind deflector panels allowed. Panels must deflect wind **into** the radiator. The rear-most edge must attach within 1/2" of the front of the radiator. Deflector panels must not extend beyond roof panel and be no taller than the vertical height of the radiator. They

must not exceed 10 inches in length. Deflector panels may only be constructed from a minimum 26-gauge steel or 0.040" aluminium.

23. *Drive Train*

- 23.1 Quick-change rear ends allowed with steel axle tubes only.
- 23.2 The main drive shaft, from engine transmission drive shaft adaptor to the differential (including yoke) must be of magnetic steel construction. Minimum drive shaft tube sizes are 2.50 inch diameter x 0.083 inch wall thickness OR 2-inch diameter x 0.120 inch wall thickness and must be painted white.
- 23.3 Drive shaft tunnel must have minimum of 2 (3 recommended) 360-degree steel hoops between firewall and seat back. Must be fabricated from a minimum of 0.1875" X 1.5" steel flat bar OR 1" Diameter X 0.095" steel tube. If running a split drive shaft, a minimum of 3 (4 recommended) 360-degree hoops between the firewall and seat back must be used with one hoop being directly behind the centre bearing.
- 23.4 Differential must be locked or have a solid spool.
- 23.5 No slip spools allowed.
- 23.6 No titanium axles allowed
- 23.7 Tether straps or chains are allowed for safety reasons only and must in NO way be used to limit or tune the suspension. All cars with an "Over-Slung" type chassis MUST at a minimum have a tether or chain on one side of the differential. Chassis with one tube running under the differential do not require a tether strap. Tether material must be webbing with a minimum width of 2 inches or steel chain with a minimum link diameter of 4mm.

24. *Frame and Roll Cage*

- 24.1 Maximum frame width is 34 inches, and the minimum frame width is 30 inches (no tolerance). These are outside dimensions (*Figure 17*).
- 24.2 Main frame members will be a minimum of 1" X 2" x 0.120" wall rectangular hollow steel tubing (RHS) or 1 ½ inch diameter x 0.095-inch wall round tube DOCOL/ DOM/CDS (450 Mpa min) or 4130 chrome moly.
- 24.3 Main frame members consist of the length between the front lower control arm cross member and the rear main roll bar upright.
- 24.4 **The floor pan under the Drivers feet must be a minimum of either 1.6mm steel plate welded in place OR 1.6mm steel plate bolted in place OR 2.5mm aluminium plate bolted in place. Bolted in floor panels must use a minimum of four M8 or 5/16" 8.8 tensile bolts.**
- 24.5 No aluminium allowed in roll cage or frame.

- 24.6** Main frame will have a minimum of three cross members located between firewall and back of seat. Cross members must be fabricated from either the same material as the frame rails OR steel angle minimum 1.5" X 2" X 0.125" thick OR 1 ½" diameter x 0.095 wall DOCOL DOM/CDS/4130 round tube. The rear most cross member may be fabricated in such a way that it has an opening to allow for tail shaft clearance.
- 24.7** Cross-bracing in floor under driver strongly recommended.
- 24.8** Nose width must be between 24 inches max and 20 inches min outside dimension (*Figures 6 & 17*). Front of hood section may taper out to windscreen door frames. (Cars manufactured prior to the 2018 production year with the narrow nose will be grandfathered).
- 24.9** Left and right frame rails must be a mirror image (+ or -) ½".
- 24.10** One inch (1") right-side raise rail permitted (*see definitions*).
- 24.11** All tubing on the chassis (excluding main frame) must be round tube unless specifically allowed within these rules.
- 24.12** Roll cage (*see definitions*) must be round steel tubing, DOCOL, DOM, CDS (min 450Mpa) or 4130 steel with a MINIMUM outside diameter of 1.25" and a MINIMUM wall thickness of .0083" (0.095 wall thickness for any Australian manufactured chassis).
- 24.13** Front and rear roll cage hoops must be connected (welded) at the top, in a cage type configuration with access at the top for the driver to exit.
- 24.14** Front and rear roll cage hoops must extend to the chassis frame. The roll cage must have a minimum of three attachment points welded to each longitudinal frame rail.
- 24.15** A protective hoop above the drivers' head must form part of the roll cage.

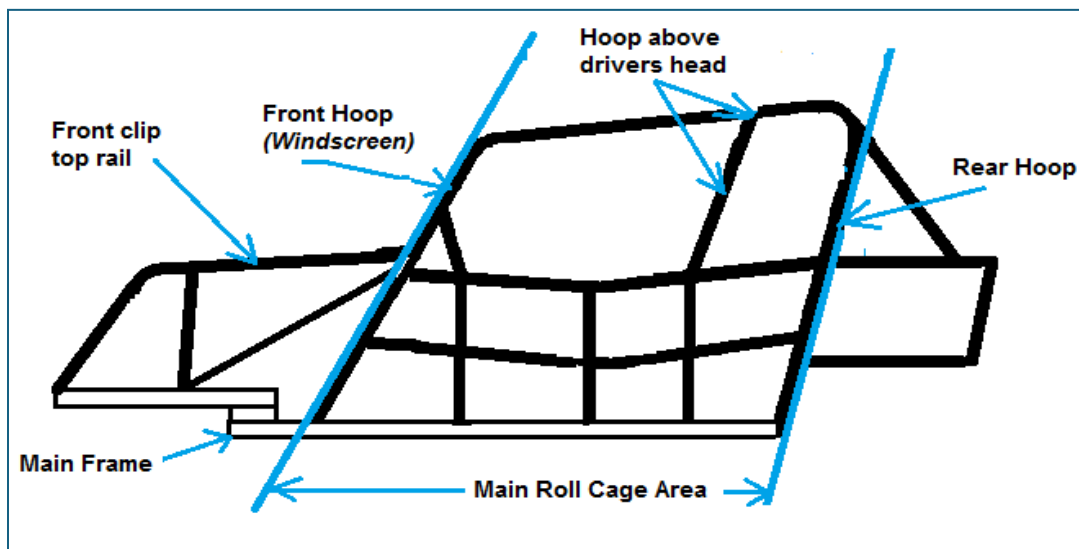


Figure 15

- 24.16** Cross-brace or diagonal tube is MANDATORY in the roof area. The cross-brace tube must join the front hoop and the hoop over driver's head without impeding the exit hatch area. This is to minimise the size of the roof opening and help protect the driver from impact in the roof area (*Figure 16*).

- 24.17** All cars must have cage bars (side intrusion bars) installed across door openings between roll cage hoops on both sides.
- 24.18** Intrusion bars must be welded in place as part of roll cage. Steel plate on driver's side intrusion bars recommended.
- 24.19** Minimum side intrusion bar size is round tubing 1" x 0.065" wall (1.25" x .095" recommended).
- 24.20** The roll cage must have a round steel tube welded in position from doorpost to doorpost under the dash. This tube must be a minimum size of 1" diameter x 0.065" wall thickness.
- 24.21** It is recommended that tabs are welded on to the chassis to accept any rivets that are used. This eliminates drilling holes into cage bars.
- 24.22** No down tube (high bar) frame cars allowed. Any bars going from cowl (Roll Cage) area to front of the chassis must remain below the upper line of hood.

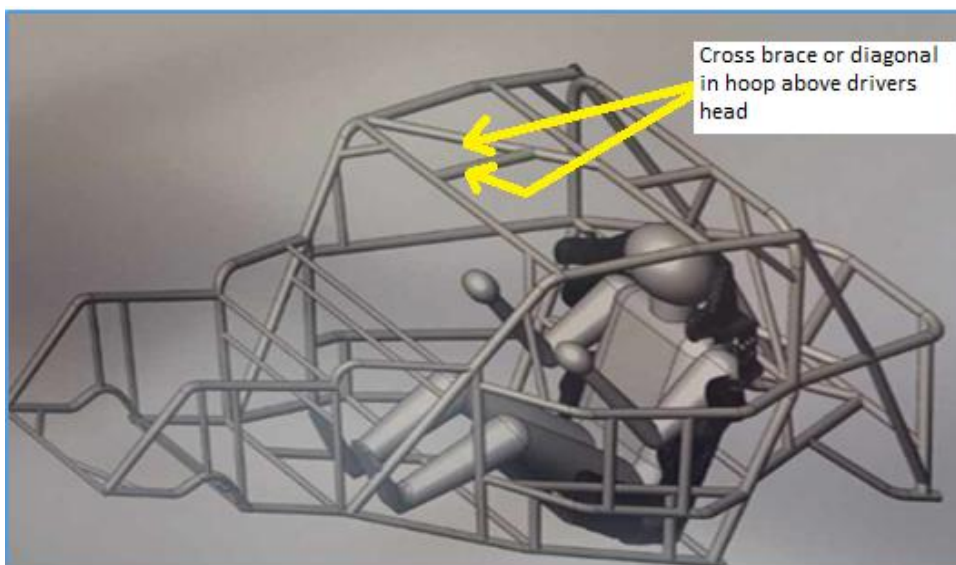


Figure 16

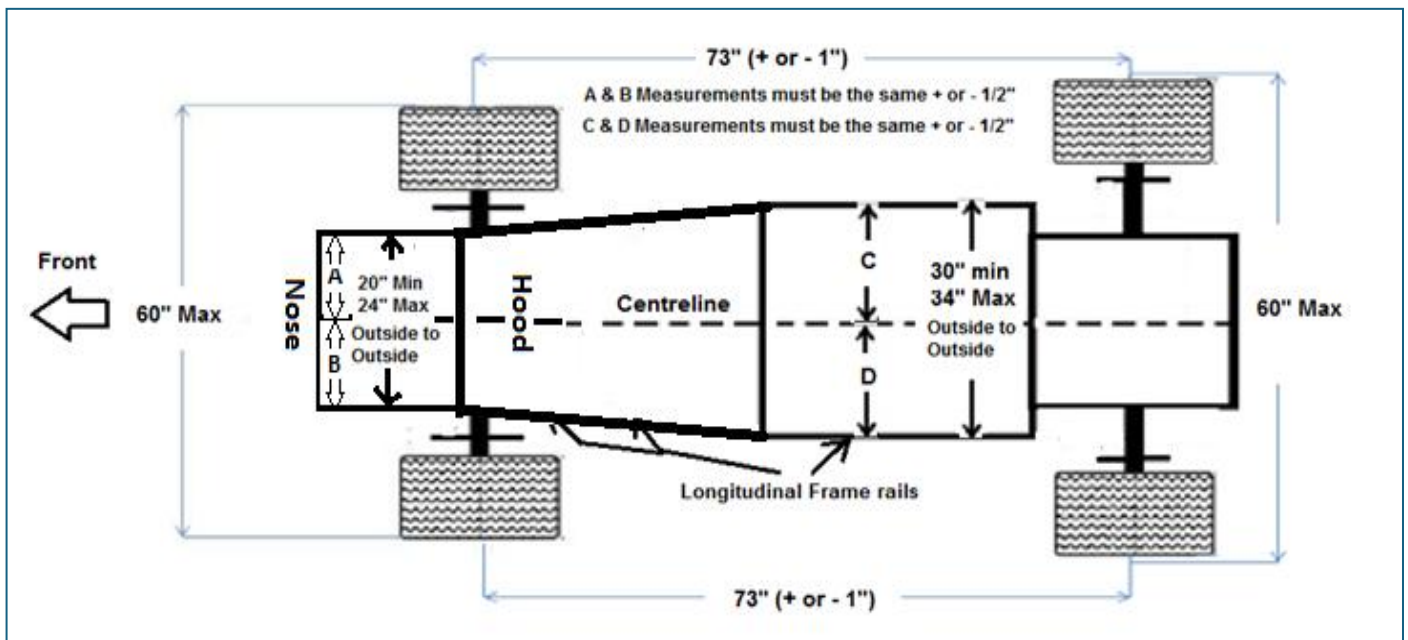


Figure 17

25. Suspension, Track Offset and Shock Absorbers

- 25.1 Front suspension must not extend rearward past the most forward panel of the firewall.
- 25.2 Rear trailing/ leading arms must be straight in construction (no Z shape allowed) and must not exceed a maximum length of 30 inches.
- 25.3 Rear trailing/ leading arms may have torque-absorbing devices fitted.
- 25.4 The only rear suspension allowed is the three-link design which consists of two lower control-arms and one upper pull bar. These control the up and down movement of rear end (*Figure 18*). One Panhard bar or J-Bar is allowed for the side-to-side location of the rear end. No sliding Panhard bar allowed.
- 25.5 No watts link, floating bird cages, floating brake assemblies, four link suspension or cant-a-lever type allowed.

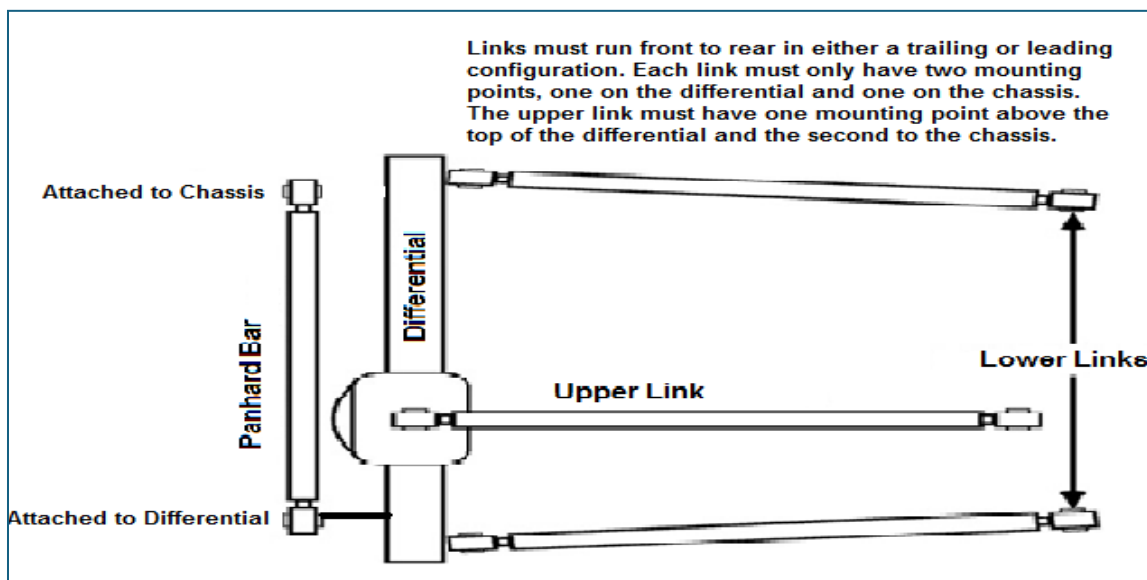


Figure 18

25.6 Wheel offsets are allowed.

25.7 Hub offsets are allowed.

25.8 Maximum track offset. All cars must pass freely through the hoop described in (Figure 1). The outer most edge of any front or rear tyre may not protrude more than 31.5 inches out from the centreline of the chassis frame. No inside edge of any rear tyre is permitted to sit inside the outer edge of the widest point of the main frame rail (Figure 19).

As part of the Daylighting procedure and to simplify at track measuring, each car will have a seal that is stamped with the maximum allowable measurement from the outside of the rear most point of the frame rail to the outside of the rear tyre. This seal is to be clearly visible and attached to a right-hand rear roll cage tube. This seal number will be also used in identifying a chassis for allocation of logbooks.

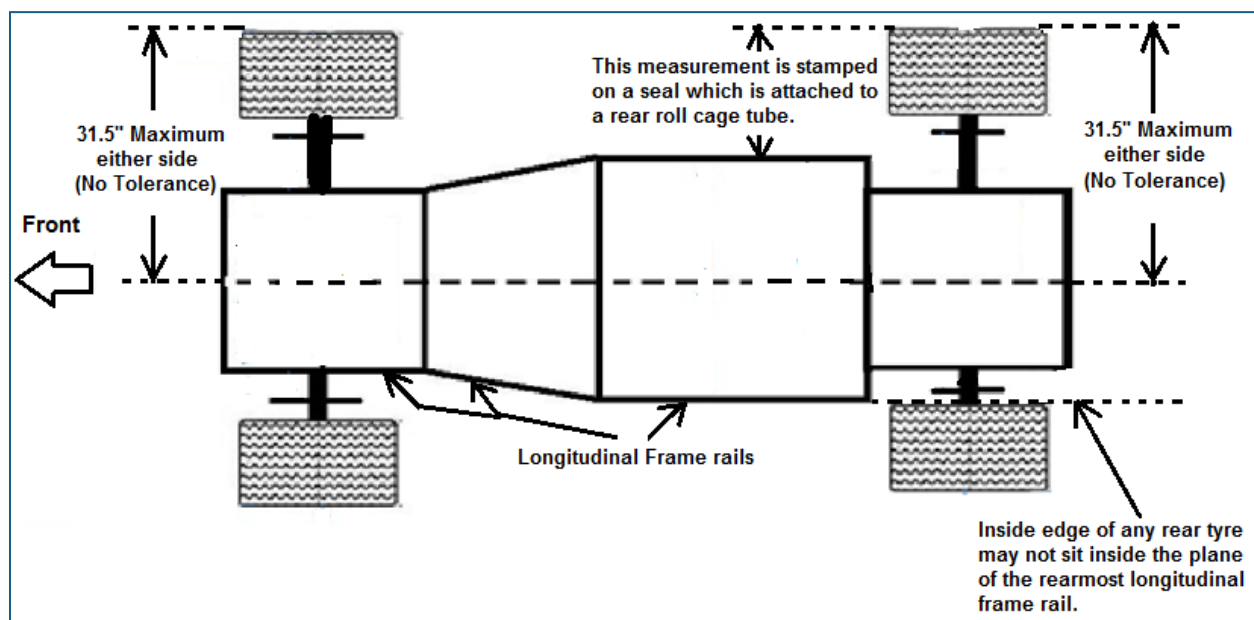


Figure 19

NOTE:

- Camber considerations must be accounted for when taking measurements to ensure track width is compliant.

- Make sure the rotor and hub are completely parallel with the frame rail prior to taking the measurement.
- 25.9** Shocks must be of all steel construction and non-adjustable type. Steel bodied non-adjustable models of twin tube shock absorber will be allowed.
- 25.10** No driver shall have the ability to adjust suspension from inside car.
- 25.11** Straight front axles are prohibited.
- 25.12** No leaf springs.
- 25.13** No birdcage type rear linkage or brake floater allowed.
- 25.14** Anti-roll (sway) bars permitted front or rear. Must be connected without adjustments to arm location.
- 25.15** No torsion bar suspension system of any type allowed.
- 25.16** No cant-a-lever type device will be permitted in or on any area of the race car suspension or drive train.
- 25.17** 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. No springs mounted internal to the shock absorber.
- 25.18** Helper or take up springs with alignment collar are allowed and must be mounted. Only one take up spring and collar allowed per coil over assembly. Maximum take up spring rating must not exceed **12 pounds** and must be of a flat configuration only. The only purpose of the take up spring is to support the main spring if it is released during droop (Figure 20).

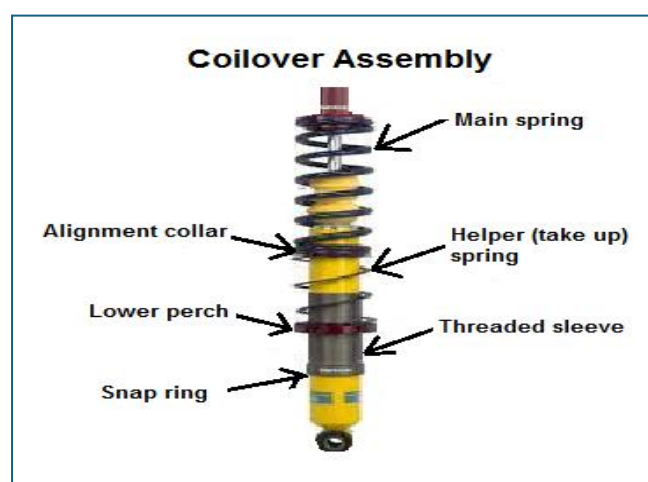


Figure 20

- 25.19** Schrader Valves or any similar custom modified valving will not be allowed in any application within these rules.
- 25.20** A fabric cover may be used to protect the complete coil over assembly from track debris. Fabric shock covers must be easily removed for pre- and post-race scrutineering.

25.21 Bump Stops are NOT allowed on or within the body of shock absorbers.

26. *Steering*

26.1 All steering components must have safety fasteners such as cotter pins, self-locking nuts or tie wire.

26.2 Manufactured quick-release steering wheel hubs mandatory.

26.3 Rack and pinion steering is mandatory.

26.4 Power assisted steering is allowed.

27. *Brakes*

27.1 All four wheels must have working callipers and rotors. Brake shut off valves allowed and may be mounted inside cockpit.

27.2 Only steel rotors are allowed.

27.3 Steel or aluminium callipers allowed.

27.4 Cutting and scalloping of rotors is allowed. No surface cracks of any type will be allowed on the face of the rotors.

27.5 Drilling of rotors permitted.

27.6 Adjustable brake bias allowed and may be mounted inside the cockpit.

27.7 Competition-type master cylinders allowed.

28. *Safety Equipment*

28.1 On board fire suppressant system HIGHLY recommended and must be fastened down with metal spring bands and not plastic.

28.2 Fire resistant driving suit mandatory. Must be a minimum double layer SFI 3.2a5 rated suit.

28.3 Fireproof underwear that meets SFI 3.2 mandatory.

28.4 Fireproof gloves that meet SFI 3.3/1 or 3.3/5 mandatory.

28.5 Fireproof shoes that meet SFI 3.3/1 or 3.3/5 mandatory.

28.6 Full-face helmet mandatory. Helmet must comply with Speedway Australian rule no#16.6

- 28.7** Head and neck restraint systems that meet SFI 3.38.1 mandatory. Head and Neck Restraint Systems shall be inspected for re-certification every five years after the date of original certification.
- 28.8** Driving racing harness & restraints that meet SFI 16.1 mandatory. Harness must have webbing that is designed to suit their neck restraint system as per Speedway Australia rule no# **14.1**
- 28.9** Seat must comply with Rule 20 of these rules.
- 28.10** Arm restraints that meet SFI 3.3 mandatory.
- 28.11** Window nets that meet SFI 27.1 recommended.
- 28.12** All competitors must have an operational and date certified fire extinguisher in their pit bays (*as per Speedway Australia rule #appendix F xix*)
- 28.13** At least one battery Isolation switch is mandatory and must:
- *Isolate the battery ground (0 volts) when switched.*
 - *Stop the engine from running and turn off all accessories including the fuel pump, fan etc.*
 - *Be securely mounted to the rear deck and placed no further than 690mm from the back edge of the rear deck and greater than 200mm in from where the sail panels meet the rear deck (Figure 21).*
 - *Be clearly visible and accessible to a person standing at the rear of the race car.*
 - *Have its location clearly marked with a Modlites Australia approved sticker.*
 - *Have its ON/OFF positions clearly displayed.*

Battery isolation stickers will be provided to all Daylighting Qualified persons and placed in a suitable position during the Daylighting process.

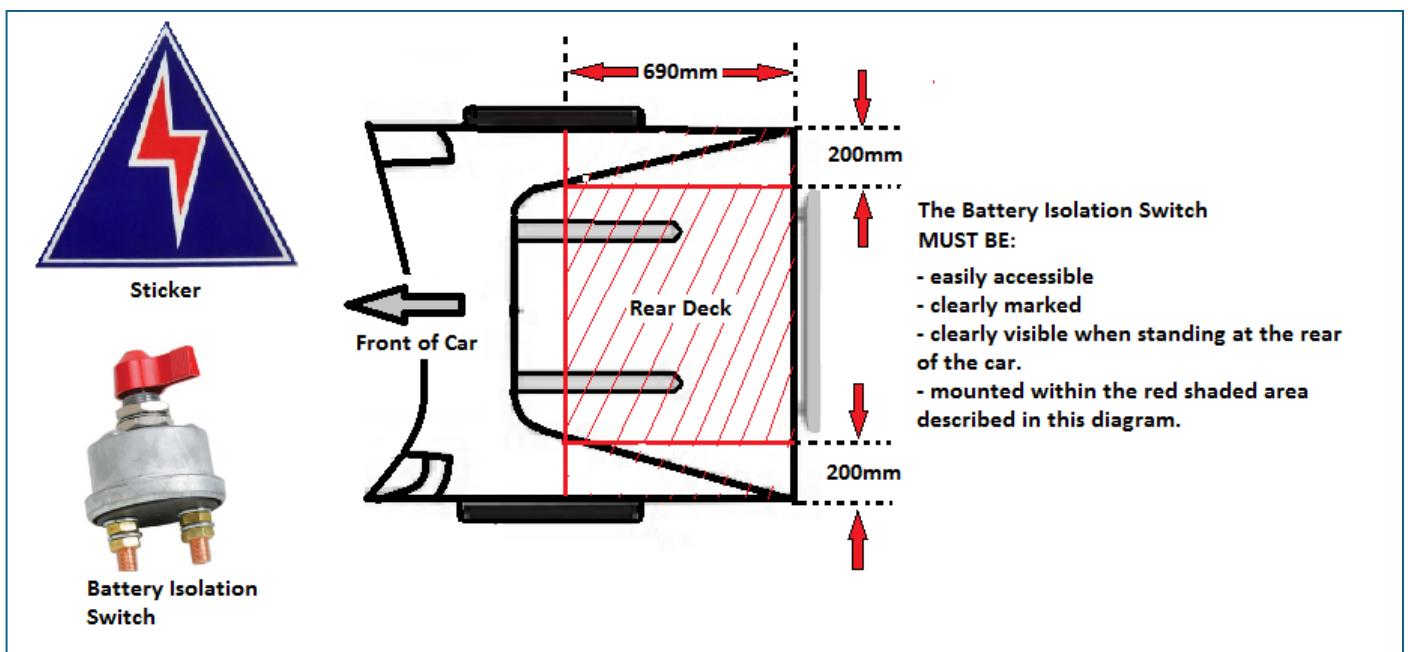


Figure 21

29. Wheels and Tyres

29.1 Steel wheels with a maximum width of 8", a minimum wall thickness of 0.090" and a diameter of 13" only may be used. Wheel mud covers that protect the wheel rim from clay build up are allowed.

29.2 The official tyre for Modlite Australia sanctioned events is Hoosier. Allowable tyre size and rating is as follows

- 205/60-13 in soft or medium compound.
- 215/60-13 in soft or medium compound
- 235/60-13 in soft or medium compound

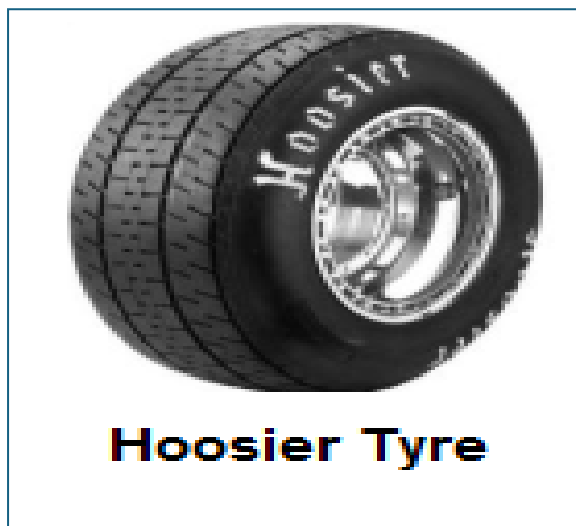


Figure 22

29.3 A bead lock rim is mandatory on the right rear wheel.

29.4 The use of automatic tyre bleeders is NOT allowed.

29.5 Tyres must rate at 40 or greater using a Longacre Shore Durometer (*Part No. 50553*) (*Figure 23*). Testing is done during pre or post-race inspections where three measurements must be taken at the centre of the tyre tread area. Measurements post-race can only be taken 20 minutes after race completion to allow a tyre to cool down. If a tyre registers less than 40 the "Head Scrutineer" may require the tyre be removed before that car can race.

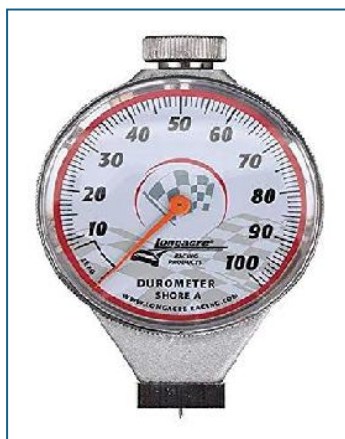


Figure 23

30. General Motor Specifications

- 30.1** Engine must be a four cylinder, four stroke and must have a 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 (unless deemed necessary for a handicapped driver by Modlites Australia).
- 30.2** Engines must be front mounted in engine compartment.
- 30.3** No part of the engine cylinder-head may extend rearward more than 17 inches from the centre of front spindle.
- 30.4** No part of the engine or transmission may extend rearward more than 21 inches from centre of front spindle.

31. Allowable 1000cc Engine Models

Engine models

- **Fuel injected Suzuki GSXR 1000** (2020 or older).
- **Fuel injected Honda CBR 1000 RR** (2019 or older)
- **Fuel injected Yamaha YZFR1** (2020 or older)
- **Fuel injected Kawasaki ZX 10 R** (2020 or older)
- **Suzuki GSXS-1000** (2015-2020)

Future engine models will be determined by the series of engine. A change in allowable engine model will occur 4 years after the current series of engine has been discontinued by the manufacturer. Modlites Australia has the right to disallow a series of engine if they determine that engine to be detrimental to the competitive nature of Modlite Racing.

32. Engine

- 32.1** Engine parts from different year engines can be swapped between engines providing they are from the same manufacturer and are from the same model of bike nominated within these rules (to be determined by manufacturers documentation or serial number). All parts must interchange, without modification and must replace like for like (eg: you cannot use an exhaust cam in place of an inlet cam). You cannot change the bore, stroke or rod length of the year of engine being used (check engine number). The GSXS-1000 engine will be deemed a GSXR-1000 by these rules.
- 32.2** No modifications outside of the engine manufacturer's specifications to the bottom end of the engine will be allowed and must remain in stock configuration. Balancing of rotating assembly is allowed.
- 32.3** Charging system optional.
- 32.4** Battery powered ignition system only.
- 32.5** Alternator cover allowed.
- 32.6** Factory balancer and/or balancer shaft maybe removed.

32.7 No auxiliary starters.

32.8 Engine must be cooled by original intent (no electric water pump).

32.9 NON-OEM fans and oil coolers are allowed.

32.10 Engine exhaust must include a muffler that exits rearward and faces downward on a minimum 45° angle towards the track. All muffler devices must include baffles. MUFFLERS and DECIBEL READINGS MUST MEET LOCAL TRACK REGULATIONS.

32.11 Unless mentioned in these rules or listed in *Table 2* of these rules, all cylinder head components must be OEM stock. After market cylinder heads and valves will not be permitted.

32.12 No porting, or grinding, polishing, or changing stock configuration of intake or exhaust ports is allowed, unless mentioned within these rules.

32.13 Engine must remain in its stock factory manufactured condition. All engine parts must remain OEM unless allowed within these rules or listed in *Table 2*.

32.14 Bore and stroke must remain unaltered from the factory manufactured year specification.

32.15 No increasing or decreasing of motor stroke in any way.

32.16 No engine can be modified to be less than original stock OEM configuration specifications.

32.17 Freshening of stock engine must only involve the replacement of any worn or faulty parts, with OEM factory manufactured parts intended for use on that particular series of engine.

32.18 No altering of pistons, rods or head components. Crank shaft, rods, and pistons must remain OEM.

32.19 Aftermarket headers are allowed and must attach directly to head in stock exhaust port location.

32.20 Aftermarket clutch, friction plates and springs allowed but the basket must remain OEM.

33. *Cams*

33.1 Cams must be as per original equipment manufacturer (OEM) and meet OEM specifications for that engine series.

33.2 No form of hydraulic, electronic or mechanical variable valve timing (VVT) is allowed.

33.3 Optional manually adjustable cam sprockets permitted.

33.4 Cam shafts must remain OEM with stock lift and duration and be in their original placement. (i.e.: intake on intake side, and exhaust on exhaust side).

33.5 Kawasaki Racing Exhaust-Camshaft part number 49118-0729, Kawasaki Racing Intake-Camshaft part number 49118-0728, Kawasaki Cam Sprocket part number 120460034 are not permitted.

34. *Oil System*

- 34.1 Dry sump oil systems not allowed.
- 34.2 One-piece billet or cut down oil pans may be used.
- 34.3 High volume oil pump gear permitted.
- 34.4 The oil pan may only be magnesium, magnetic steel or aluminium.
- 34.5 Aftermarket or modified sump pick-up allowed.
- 34.6 Crank case breathers are allowed but may only be connected to the throttle body (as per OEM) or vent to atmosphere. No exhaust header assisted ventilation that promotes crankcase vacuum allowed.

35. *Fuel Injection and Fuel System*

- 35.1 All components of the fuel injection system must remain as per the Original Equipment Manufacturer (OEM) and includes all sensors, throttle bodies and fuel injectors. Aftermarket billet style fuel rails will be allowed but fuel injectors must be mounted as per OEM intention. IE: injectors mounted to the throttle body must remain mounted to the throttle body and injectors that are factory mounted above or on the air filter /air box must be mounted similarly on top of the aftermarket air filter/box.
- 35.2 Only normally aspirated fuel injected engines allowed. No turbo chargers or superchargers.
- 35.3 No aftermarket fuel injectors or modification to the original injectors. OEM injectors may have their basket filters removed and aftermarket O-rings may be used to provide sealing for the injectors to the fuel rail.
- 35.4 Throttle body boot must fasten directly to head in the stock intake port location.
- 35.5 Aftermarket velocity stacks permitted
- 35.6 Factory supplied air boxes and or aftermarket air filters maybe used.
- 35.7 Fuel injection casting lines must be visible upon inspection.
- 35.8 Intake port area may be altered to match intake boot. Alterations are not to exceed 3/8" into intake port.
- 35.9 Only one fuel monitoring device can be used, but may not include any additional boxes, modules, or devices to alter motor function.
- 35.10 A strap or plate must be attached to secure the throttle bodies to the engine to stop them from coming off in the event of a roll over.
- 35.11 Secondary butterfly plates may be removed from throttle bodies.
- 35.12 Aftermarket fuel pressure regulator may be used instead of OEM unit.

35.13 Emergency fuel shut off valves are allowed within the cockpit.

35.14 Fuel: Gasoline/Petrol must be Pump Fuel (purchased at the pump and readily available at the majority of service stations). Premium Unleaded Petrol (PULP) up to 98 RON to be used. All fuel must meet The Australian Petroleum Institute guidelines for pumped unleaded fuel. No Racing fuel, Ethanol (E85), etc. or additives permitted. Fuel testing may be undertaken at race meetings.

35.15 No nitro or nitrous oxide.

36. Ignition System / ECU / Control Modules / Data Logging

36.1 OEM stock ignition system and ECU only (Flashing of ECU/ECM acceptable). Power Commanders up to 5 (V) may be used. Oxygen sensors, Exhaust Gas Temperature sensors (EGT) or similar air/fuel ratio controlling equipment will not be permitted. Components added to allow traction control will not be allowed. Bazzaz fuel performance devices will not be allowed.

36.2 Only stock OEM ignition coils allowed and must not exceed factory resistance measurements.

36.3 Stator must be mounted in original position if charging system is used. After market stator and regulator allowed (*Table 2*). Stator may be removed if no charging system is used.

36.4 Wiring harnesses must be left exposed for easy inspection.

36.5 All electronic and/or computerized wheel spin and/or ignition retardation and/or acceleration limiting and/or traction control devices of any type will not be permitted. This includes driver-controlled fuel delivery devices.

36.6 Unless mentioned and allowed within these rules and aside from OEM ECU controlled parameters, any ping control devices, dial a chip controls, timing controls or modification to any part of the Ignition System is not permitted.

36.7 When competing at any Modlites Australia sanctioned race meeting and unless specifically mentioned and allowed within these rules, any non-OEM component where in its function it communicates with, writes data to, reads data from or has the ability to make changes to any OEM ECU is not permitted. *Examples of such components that must not interface with the ECU during a Modlites Australia sanctioned race meeting include but are not limited to: gauges, digital dash units, data loggers and computers. The use of any external electronic device (Laptop, tablet, mobile phone etc) to communicate with any onboard telemetry device (Gauge, Michron, Teltach, Power Commander etc) is strictly not allowed during a Modlites Australia sanctioned race meeting.*

36.8 Wiring harnesses to and from all components must be left exposed for easy inspection. Car Owners must be able to explain the purpose of any non-OEM wiring. Any component allowed within these rules that can be used to change the tune of the engine MUST be out of cockpit area and out of drivers reach during race. Driver will not be allowed to change the tune of the engine in any way while racing. You must be able to show the Tech Official, the function of all switches in the race car cockpit.

36.9 Electronic Data Acquisition Devices. The only non-OEM electronic data acquisition devices allowed that have GPS capability are the Aim Michron up to model 5-2T and Alfano up to model 6-2T.

37. Engine Compliance Checks after Competition

- 37.1** Any of the top five placegetters in National and State title's may at the Head Scrutineers request, have their engines fully or partially disassembled for inspection at the track or sealed and sent to be stripped and measured for compliance by a Modlites Australia authorised inspection agent. Inspections will be subject to regulations set out in the General Rules.
- 37.2** After an engine has been sealed by a Modlites Australia Qualified Person, that engine is deemed legal for competition in any Modlites Australia sanctioned event. No further internal examination that requires the removal of the sump, draining of engine oil or cutting off engine seals is allowed unless:
- a) The Chief Scrutineer at a State or National Title calls for an inspection.
 - b) An Affiliate Club has strong evidence that an engine is illegal and gets express permission prior to the start of a race meeting from the Modlites Australia Executive Committee to inspect that engine.
 - c) A protest has been lodged in accordance with these rules.
- 37.3** See the General Rules regarding cost responsibilities for engine compliance checks.
- 37.4** Any engine found to be out of compliance will be deemed illegal and the driver subject to penalties laid out in the General Rules. All costs of engine examination that relate to Rule 37.2 (a & b) will be borne by the Car Owner.
- 37.5** Any form of engine strip down can only be completed by a person deemed competent by Modlites Australia.
- 37.6** For sealing of engines the bore and stroke is to be checked to comply with the dimensions set out in *Table 1*.

Table 1

Make	CC	Year	Bore	Stroke
SUZUKI GSXR 1000	988 cc	2001-2002	73.0	59.0
	988 cc	2003-2004	73.0	59.0
	988 cc	2005-2006	73.4	59.0
	999 cc	2007-2008	73.4	59.0
	999 cc	2009-2011	74.5	57.3
	999 cc	2012-2016	74.5	57.3
Suzuki GSXS 1000	988cc	2015-2020	73.4	59.0
HONDA CBR 1000 RR	998 cc	2004-2005	75.0	56.5
	998 cc	2006-2007	75.0	56.5

	999 cc	2008-2011	76.0	55.1
	999cc	2012-2018	76.0	55.1
YAMAHA YZF-R1	998 cc	1998-1999	74.0	58.0
	998 cc	2000-2001	74.0	58.0
	998 cc	2002-2003	74.0	58.0
	998 cc	2004-2005	77.0	53.6
	998 cc	2006	77.0	53.6
	998 cc	2007-2008	77.0	53.6
	998 cc	2009-2010	78.0	52.2
	998 cc	2011-2014	78.0	52.2
	998 cc	2015-2019	79.0	50.9
KAWASAKI ZX 10	998 cc	2004-2009	76.0	55.0
	998 cc	2010-2015	76.0	55.0
	998cc	2016-2019	76.0	55.0

37.7 No car may compete without a compliant and correctly sealed engine. If at any time the seals are broken and not re-sealed by a Modlites Australia authorised Qualified Person, that engine will be deemed to be illegal until that engine has been resealed and will not be allowed to compete at any Modlites Australia sanctioned event, and all paperwork received by the Secretary of Modlites Australia. Two Engine seals required are:

- 1) Cam Shaft Cover Seal (or cam chain tensioner seal)
- 2) Head Seal.

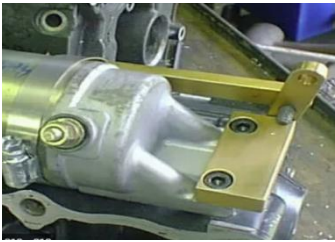
38. Classic Modified Body Specifications

Due to the substantial differences in chassis design and body styling between earlier Classic, Dwarf or Legend cars and the modern Modlite, NO Classic, Dwarf or Legend style chassis or body shape will be allowed in competition after the 2025-2026 Season is completed.

39. Table of non-OEM Engine Components Allowed

Table 2

<i>Non-OEM Part</i>	<i>Photo</i>
Clutch Cover	
Sprocket Cover (Manual clutch arm)	
Cam Cover Breathers	
Swivel Pickup for Sump	
Manual Cam Chain Adjuster	

Crank Case Breather Cover	
Starter Saver	
Engine Cooling System Covers	
Regulator	
Stator	
Stator cover	

Injector O-Rings and Baskets	
Head Gasket	
Starter Motor	
Fuel Rail	
Magnetic Steel Head Studs	



2026/2027 **MODLITES AUSTRALIA INC.**

GENERAL RULES

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1. Preface

By becoming a member of either Modlites Australia (Tier1 or Tier2) or a Modlites Australia Affiliated Club, that Member agrees to read and abide by the Modlites Australia Rules of Competition, Modlites Australia General Rules, Modlites Australia Constitution and the Speedway Australia Racing Rules and Regulations. Membership of an entity (Affiliated Club or Modlites Australia) is A PRIVILEGE AND NOT A RIGHT, therefore your application for membership can be refused by the Club or Entity if that decision is deemed to be in the Club or Entities best interest. Affiliate Clubs must conduct their race meetings within the boundaries set out in the Rules of Competition and General Rules.

Adoption of these General Rules and Rules of Competition shall take precedence over any and all pre-existing rules set out by Modlites Australia.

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 understood these rules and agree to comply 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. Only the Chief Steward 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 or safety standards. No expressed or implied warranty of safety shall result from such alteration of specifications. These rules pertain to all Modlite Australia members, affiliate clubs and members of affiliate clubs.

These rules are to be read in conjunction with the Modlites Australia Constitution, the Modlites Australia Rules of Competition and the current rules and regulations set out by the governing body for Speedway in Australia (Currently Speedway Australia).

2. Rules Review Period

2.1 The rules review period occurs every 3 years (starting 2025) and is the process for making specific rule changes that:

- Change the current Engine Specifications set out in the rules.
- Change the rules that affect the performance of a Modlite Race Car.
- Change the rules that affect the design of a Modlite Race Car.
- Change the rules that increase the cost of maintaining or operating a Modlite Race Car.
- Change the Constitution.

2.2 Clubs and car owners are encouraged to participate in the rules review process which is held every three years commencing January 2025 (*see Constitution*).

3. General Regulations

3.1 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, understood 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. During a race meeting any interpretation or temporary deviation of these rules is left to the discretion of the Chief Steward. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH DEVIATION FROM THESE SPECIFICATIONS.

- 3.2 No intoxicating spirits or controlled substances are to be consumed before or during race events by anyone entering the pit area of tracks. Random testing may be carried out.
- 3.3 To ensure the professional conduct by competitors, club members and club officials and to provide a conduit for communication with officials, every race meeting must have a designated Modlites Australia endorsed Drivers Representative. The name of the Representative must be clearly communicated at the Drivers Briefing before the competition starts. The role of the Drivers Representative is to liaise between a Car Owner/Driver and Club Officials during a dispute with any decisions taken. No Car Owner/ Driver or team member is allowed to approach a track official without first consulting the Drivers Representative. The Drivers representative must also be present in any communication with a track official by a club member or member of Modlites Australia.
Car Owner's/Driver's, crew members, club members or Club Officials not adhering to the above instructions can **(with permission from the Chief Steward)** be asked to leave the pit area for the remainder of the meeting and may be subject to disciplinary action as set out in these rules.
- 3.4 Abusive language towards, or confrontation towards an official or between club members, pit crew or members of Modlites Australia during any Modlites Australia sanctioned event is strictly prohibited and may subject those involved to disciplinary action.
- 3.5 Any disputes involving qualifying times, lap scoring, finishing position is under the jurisdiction of the hosting track officials and the nominated Modlites Australia "Head Scrutineer".
- 3.6 Drivers, owners, and/or crew shall have no claims, litigation or actions of any kind against Modlites Australia, any track owner, promoter, or official for damages of any kind, expenses, actions taken, disqualification or damage to car, personal equipment or driver. This regulation shall be deemed a covenant "NOT TO LITIGATE" made by each driver, car owner, and/or crew member regarding any reasonable actions, omission or agreement taken by Modlites Australia or Affiliated Club, any track owner, promoter, or official.
- 3.7 Modlites Australia Officials or track officials may inspect any car at any time for safety or rule compliance.
- 3.8 ANY RULES OR REGULATIONS NOT COVERED IN THIS BOOKLET WILL BE DETERMINED ON A TIMELY BASIS BY THE MODLITES AUSTRALIA COMMITTEE AND ANY DECISION IS FINAL.
- 3.9 MOTOR RACING IS A DANGEROUS SPORT AND MAY RESULT IN INJURY, BODILY HARM, OR DEATH.
- 3.10 Points go to the driver only. No exceptions.
- 3.11 Substituting a car is permitted at a State or National Title providing the substituted car is already entered and being raced by another competitor. The entrant requiring the substitute car must prove

to the scrutineer that their car is in the process of repair but cannot be completed in time for their heat or final. The driver who has borrowed the substituted car must start rear of field when driving the borrowed car for all further races associated with that race meeting, regardless of points earned or grid draws. The owners of both the substituted car and damaged car must notify the Driver's Representative of their intentions, and the Representative will then notify the lap scorers/officials. The transponder from the damaged car must be placed on the substituted car when the driver of the damaged car is competing in the substituted car. The Modlites Australia nominated scrutineer of the meeting will oversee the damaged car to ensure that every attempt is being made to repair the damaged car.

- 3.12 Except for State or National titles, the race distance for Feature and heat races will be determined by the club hosting the event in consultation with the promoter. Race distance may be reduced due to weather, time restraints or car numbers.
- 3.13 Unless a track has specific permission from Speedway Australia and has the correct insurance in place, track density is not to exceed the limit set out by speedway Australia.
- 3.14 All restarts will be as per the requirements of the hosting track. Delaware style restarts are permitted but must be agreed to by the hosting track and set out prior in the supplementary regulations. During a Delaware style restart the car deemed the race leader by the Chief Steward will lead the restart with the remainder of the competing cars forming up in double file behind the leader (position 2 on the inside and so on).
- 3.15 In cases where the finish of the race is too close to call (in real time), the track officials may use photo(s), video or electronic scoring to aid in determining the winner.
- 3.16 It is expected that all Scrutineers and Qualified Persons will make decisions based on fairness and unbiased opinion. The appointed Modlites Australia "Head Scrutineer" in consultation with the Speedway Australia appointed Chief Steward of the meeting will have the final say on race night for all official calls and rule interpretations.
- 3.17 If a driver releases their racing harness within the confines of the race track (including the infield) without permission from track officials, that driver is NOT allowed to resume racing without permission from track officials.

4. Line Up Procedures

- 4.1 The draw for positions will be done by officials for the Modlites Australia affiliated club hosting the meeting.
- 4.2 Heats will be lined up as per the draw. Cars must start in their scheduled heat.
- 4.3 **Feature race:** Feature race starting positions are determined by points gained from the heat races and/or points gained from pre-feature "Position Shoot Outs".

5. Order of Heats and Main Events

- 5.1** The order of events and line ups at each individual track will be posted on a board which will be located in the pit area at all tracks. It is the responsibility of each individual race team to stay abreast of changes to those line-ups

6 White Flag Rule

- 6.1** For any race, all cars must be lined up in their grid position at the designated line up area before the white flag from the previous race has been waved. Cars coming late to the line-up area will start at the rear of the field unless due to mechanical reasons the 2-minute rule has been requested.

7 Driver's Briefing

- 7.1** All drivers must attend the Driver's Briefing on race day. If a nominated driver does not attend the driver's briefing, they will automatically start from the rear in all heats for that meeting.

8 Driver Eligibility/ Right to Compete

- 8.1** To be eligible to compete in any blue-ribbon Modlites Australia sanctioned event including *State or National Titles*, the driver must have competed in at least 3 Modlites Australia sanctioned competition events within the 12-month period preceding the blue-ribbon event.
- 8.2** Exemptions: A Car Owner or driver may request an exemption to rule 8.1 by submitting their request to their respective club no later than 21 days before nominations close for the event. If the club supports the exemption, the club must forward the request to the Secretary of Modlites Australia no later than 14 days before nominations close. Modlites Australia will then make a decision on the application and inform both the club and the applicant in writing no later than 5 days before nominations close. Modlites Australia may impose some restrictions on the competitor if they deem it necessary.
- 8.3** Outside of State and National Titles or Blue-Ribbon events organised by Modlites Australia, Affiliate Clubs will be responsible for how less experienced drivers may be restricted at race meetings and for how long any restrictions may remain.
- 8.4 Club events only:** Club officials may at their discretion, allow a new driver to start heat races in a drawn position if they deem that driver to have the experience necessary and that the decision will be advantageous in promoting the sport.
- 8.5** Any licensed driver who holds a current Affiliate Club membership has the right to nominate and compete in any Modlites Australia sanctioned event so long as they:
- a) Meet the requirements set out in these rules.
 - b) Are not banned from the track.

- c) Are not stood down by Speedway Australia.
- d) Are not deemed medically unfit.
- e) Are not currently under disciplinary action.

For a specific competition series, the points towards that series may be allocated to competitors who are registered for that series as set out in the supplementary regulations for that competition.

8.6 Exception to Rule 8.5

- a) If a meeting is part of a series with “Contracted Drivers” and the track Promoter places a restriction on the number of cars allowed to compete, the club hosting the event has the right to give preference to those drivers contracted to compete on a “first in” basis.
- b) A Modlites Australia sanctioned Special Event where a limited number of cars are allowed as part of the programme. Example: Inter-State teams’ event or a challenge event using drivers from other classes.

8.7 To be allowed to compete in a Modlites Australia sanctioned event:

- All drivers must hold a current Modlites Australia Affiliate Club membership. (Dispensation from Modlites Australia may be given in special cases. (Example: Invitational drivers or international drivers)
- Drivers must compete in a car that has current registration with Modlites Australia
- Drivers must have a current Speedway Australia licence and meet all the requirements set out in these rules.

9 Australian Title

9.1 The Australian Title Year is from January 1st of one year to December 31st of that year. It is expected that an Australian Title will be held each calendar year. Modlites Australia will determine when and where each Australian Title will be held.

9.2 Modlites Australia will provide a Drivers Representative who shall be named in the supplementary regulations.

9.3 The format for an Australian Title meeting will be determined by Modlites Australia in conjunction with the promoter of each track. The Australian Title format must include a minimum of three (3) heat races per competitor and a Feature race (A-Main). The racing format must only include heat races and an A-Main. The inclusion of a C-Main and/or a B-Main may be incorporated to determine final positions in the A-Main if car numbers permit.

9.4 The draw for heat starting positions will be completed prior to the meeting.

9.5 Practice sessions held in conjunction with the title will be deemed part of the title event and all Rules of Competition will apply. (The use of O2 sensors, EGT sensors or equivalent will not be allowed.)

9.6 Heats will be a minimum distance of 8 laps with the final (A-Main) run over a minimum of 25 laps.

9.7 The “A” main will consist of the top 16 - 20 qualifiers (dependent on track density regulations) plus the top 4 from the “B” Main. If any of the qualifiers are unable to take their place in the final or, due to a stoppage within the first 2 laps then the reserves (5th or 6th position from B-Main) can fill the last few grid positions.

9.8 If the current Australian Title holder does not qualify for the A-Main feature race, they will be given automatic inclusion, starting at the rear of field in the A-Main Feature Race (As per Speedway Australia Rules).

9.9 Prize money for the Australian Modlite Title is at the discretion of Modlites Australia. Modlites Australia will provide minimum prize money at a rate of \$50 per registered car that has paid the nomination fee and has attended the title

9.10 Any variation of the payment will be at the discretion of the Modlites Australia Committee.

9.11 If during pre-race scrutineering, a car is deemed illegal by the “Head Scrutineer”, the car owner may ask the Modlites Australia Drivers Representative for an exemption if all of the following conditions are met:

- The item in question is not deemed a performance enhancement by the Modlites Australia Drivers Representative.
- The item in question is not deemed to present an adverse safety issue by the Modlites Australia Drivers Representative.
- The item in question cannot be rectified in a timely manner before racing starts, as deemed by the Modlites Australia Drivers Representative.
- A vote is taken of **ALL** competing Car Owners, in which a minimum of 75% must vote in favour of allowing the car or cars to compete. The voting process will be controlled by the Modlites Australia Drivers Representative and can be either a paper ballot or a show of hands (Car Owners not able to be present may be contacted by phone for voting).

If an item has been approved, then the approval is only valid for the duration of the Title in question.

9.12 Australian Title – Blue-Ribbon Event

No other Modlite race meeting or event is to be held across any state or territory on the same date as the Modlites Australia Australian Title. This ensures full national focus and participation in our premier Blue-Ribbon event.

10 State Title

10.1 The format, time and place for a State Title meeting will be at the discretion of the State hosting the title. There must be a minimum of three (3) heat races per competitor and a Feature race (A-Main). The racing format must only include heat races and an A-Main. The inclusion of a C-Main and/or a B-Main may be incorporated to determine final positions in the A-Main if car numbers permit.

10.2 Modlites Australia will provide a Drivers Representative who shall be named in the supplementary regulations.

- 10.3** The draw for heat starting positions will be completed prior to the meeting.
- 10.4** Practice sessions held in conjunction with the title will be deemed part of the title event and all Rules of Competition will apply. (The use of O2 sensors EGT sensors or equivalent will not be allowed.)
- 10.5** Heats will be a minimum distance of 8 laps with the final (A-Main) run over a minimum of 20 laps.
- 10.6** The “A” main will consist of the top 16 - 20 qualifiers (dependent upon track density regulations) plus the top 4 from the “B” Main. If any of the qualifiers are unable to take their place in the final or, due to a stoppage within the first 2 laps then the reserves (5th or 6th position from B-Main) can fill the last few grid positions.
- 10.7** If the current State Title holder does not qualify for the A-Main feature race, they will be given automatic inclusion, starting at the rear of field in the A-Main Feature Race (as per Speedway Australia Rules).
- 10.8** Prize money for a State Title is at the discretion of the State hosting the title. Modlites Australia will provide money to the State Entity holding the title, at a rate of \$20 per registered car that has paid the nomination fee and has attended the title. Payment will be made within 21 after the completion of the Title.
- 10.9** Any variation of the payment will be at the discretion of the Modlites Australia Committee.
- 10.10** If a State Title is cancelled for any reason, that State must attempt to reschedule the meeting before the end of that States current season.
- 10.11** If during scrutineering, a car is deemed illegal by the “Head Scrutineer”, the car owner may ask for permission to compete from the Modlites Australia Drivers Representative if all of the following conditions are met:
- The item in question is not deemed a performance enhancement by the Modlites Australia Drivers Representative.
 - The item in question is not deemed to present an adverse safety issue by the Modlites Australia Drivers Representative.
 - The item in question cannot be rectified in a timely manner before racing starts, as deemed by the Modlites Australia Drivers Representative.
 - A vote is taken of **ALL** competing Car Owners, in which a minimum of 75% must vote in favour of allowing the car to compete. The voting process will be controlled by the Modlites Australia Drivers Representative and can be either a paper ballot or a show of hands (Car Owners not able to be present may be contacted by phone for voting).

If an item has been approved, then the approval is only valid for the duration of the Title in question.

10.12 State Title – Blue Ribbon Event

No other Modlite race meeting is to be held on the same date as a State Title event, **except** for a club-level event in a different state. Any club event held on the same date must be non-points-based and offer no prizes or money, to maintain the integrity and focus of the State Title as a Blue-Ribbon event.

11 Discipline

- 11.1** **Disciplinary action decisions must be consistent, fair, balanced and not involve any form of personal grievance.**
- 11.2** **RIGHT TO DISCIPLINE:** The Modlites Australia Committee or an Affiliate Club Committee may, within the confines of these rules determine whether a driver or other person shall be subject to disciplinary actions. The decisions of the Modlites Australia Committee or Affiliate Club Committee regarding discipline or fines shall not be subject to litigation.
- 11.3** **DISCIPLINE:** A flow chart is attached to the back of these rules to provide a pathway for the administration of Disciplinary Action including any subsequent appeals. All crew, drivers, Car Owners and Affiliate Club Members entering a Modlites Australia sanctioned event shall be subject to discipline for any violation of the rules and regulations of Modlites Australia and Speedway Australia, violation of the Racer's Code of Conduct or the failure to obey the directives and decisions of the Modlites Australia Officials, Promoter and/or track officials. If disciplinary action is administered the person receiving the disciplinary action must be informed using a Modlites Australia Disciplinary Action Form with a copy to be forwarded to the Secretary of Modlites Australia.
- 11.4** **APPEALS:** See Flow Chart in these rules.
- 11.5** **Car Owners responsibility:** Car Owners are responsible for the actions of Crew Members (including drivers) on their team whether that Crew Member is a member of Modlites Australia or an Affiliate Club. Car Owners can be subject to disciplinary action as a result of the actions of their crew members.
- 11.6** **Crew Member:** A person is considered a Crew Member of a team if that person is within the pit area and is deemed in a fair and unbiased manner by the "Head Scrutineer" to be a member of the crew of the team in question.
- 11.7** **FORMS OF DISCIPLINE:** The Modlites Australia Committee or Affiliate Club Committee may, depending on the grade of offence committed, impose any of the following forms of discipline, singly or cumulatively:
- Written warning.
 - Disqualification from the event.
 - Forfeiture of points for the event or the season to date.
 - Forfeiture of purse money or contingency money.
 - Forfeiture of point money, if any.
 - Imposition of a fine.
 - Suspension from one or more future events
 - Lifetime ban from all Modlites Australia sanctioned events.

12 General Guidelines for Disciplinary Action

Only the Chief Steward can impose penalties on drivers for on track incidents during the race meeting. If an incident is reported by the Chief Steward, Modlites Australia or the Affiliate Club officials may take further action after the completion of the race meeting. The Head Scrutineer under guidance from the Chief Steward may initiate action against Car Owners, Drivers or Crew for bad behaviour in the pit area.

Grade One offences are restricted to the jurisdiction controlled by the Affiliate Club who administers the discipline and is restricted to club events only. Other Affiliate Clubs have the right to enforce another Affiliate Clubs Grade One disciplinary action in solidarity with that club. An Affiliate Club may ask Modlites Australia to include an Australian or State Title in the action if the race date falls within the time a penalty is administered. All Grade Two and Grade Three offence disciplinary actions are to be enforced nationally and include all National Titles, State Titles and Club events.

12.1 GRADE 1 OFFENCE (Unless mentioned under Grade 2 or Grade 3):

- Disqualification or Black Flag
- Verbally abusive or aggressive behaviour towards others including track officials.
- Dangerous or overly aggressive driving.
- Approaching an Official without Drivers Representative present.
- Breach of the Rules of Competition -- Weight, track, body dimensions etc. (Determined by "Head Scrutineer").
- Breaching the General Rules. Racers Code of Conduct etc
- Breaching Speedway Australia Rules.
- The detection of illegal non-compliant fuel including additives.
- When a Car Owner knowingly utilises a Crew Member who is under disciplinary action that prevents them from participating in a Modlites Australia sanctioned event.

Discipline may include one or more of the following:

- Written warning
- Forfeiture of points and monies for that race meeting
- Suspension from competing for up to 30 consecutive days of the racing season.
- Suspension from participating in a Modlites Australia sanctioned event for up to 30 days.
- Nominations withheld for up to 2 meetings (May be carried over into next season).
- A fine of up to \$500.00 (Payable to Club). Fine must be paid before person can compete again.

12.2 GRADE 2 OFFENCE:

- Repeat of the same Class One offence within a racing season.
- Four or more different Class One offences within a racing season.
- Under the influence of drugs or alcohol.
- A driver who is deemed by the Chief Steward to have deliberately and maliciously driven into another car causing damage to that car.

Discipline may include one or more of the following:

- Forfeiture of points and monies for that race meeting.
- Forfeiture of monies and points for the season.
- Suspension from competing for up to 60 consecutive days of the racing season.
- A fine of up to \$800.00 (Payable to Club). Fine must be paid before person can compete again.
- Nominations withheld for up to 5 meetings (May be carried over into next season)

12.3 **GRADE 3 OFFENCE:**

- Repeat of the same Class Two offence within a racing season.
- Three or more different Class Two offences within a racing season.
- Fighting or physical assault.
- Engine compliance failure (engine is tested and deemed to be knowingly modified to enhance performance.

Discipline may include one or more of the following:

- Person may be suspended for the remainder of the season.
- Forfeiture of monies and points for the season.
- Suspension from competing for up to 12 consecutive months.
- A fine of up to \$1000.00 (Payable to Club). Fine must be paid before person can compete again.
- MODLITES AUSTRALIA and/or Club membership will be forfeited.
- Lifetime ban from competing in any Modlites Australia sanctioned meeting.
- Expungement of all previous records, recognised wins and or awards.

13 *Racers' Code of Conduct*

13.1 CAR OWNER RESPONSIBLE: The Car Owner shall be responsible, at all times, for the behaviour of the driver of the car and all team members and crew associated with that car.

13.2 GOOD CONDUCT REQUIRED: All drivers, Car Owners, Affiliate Club Officials and pit crew members shall at all times, conduct themselves in a manner that reflects favourably upon the sport and Modlites Australia. Any failure to adhere to this rule may result in the imposition of discipline by Modlites Australia or the Affiliate Club hosting an event.

13.3 NO DRUGS or ALCOHOL: As per Speedway Australia

13.4 PERSONS UNDER THE INFLUENCE: As per Speedway Australia

13.5 SOCIAL MEDIA: As per Speedway Australia Social Media Policy.

13.6 MISCONDUCT: During any Modlites Australia sanctioned event, any person taking part in discourteous conduct, causing a disturbance, threatening or involved in fighting will be subject to discipline. Persons leaving their pit area to go to another pit area or to any other location to cause a disturbance or confront another person will be subject to discipline

13.7 ROUGH DRIVING: It is the policy of Modlites Australia to provide good, clean, competitive racing. Any driver, in the opinion of the Modlites Australia Officials, who is engaged in rough driving (overly aggressive driving) or receiving a BLACK FLAG or disqualification may be subject to disciplinary action. This rule against rough driving applies

to both on-track incidents and those which occur in the pits. Modlites Australia strongly disapproves of rough driving because it presents a safety hazard for drivers, spectators, and others and it is detrimental to the image of the sport.

13.8 NO ABUSIVE LANGUAGE: No driver or other person affiliated with the car (i.e., owner, pit crew member) shall subject the Modlites Australia Officials, scorers, or speedway officials to verbal (improper/obscene/profane language) or physical abuse at any time. Offenders can be subject to disciplinary action.

13.9 NO UNSPORTSMAN-LIKE CONDUCT: No driver shall engage in any unsportsmanlike conduct. Examples include but are not limited to:

- Taunting another driver
- Verbal abuse
- Physical abuse
- Refusing the directions of an official

14 *Compliance Checking of Cars*

14.1 Whilst on the grid or upon completion of a race, a car may be checked for its compliance with the Rules of Competition. Post race, a cars compliance will be checked as per its condition at the moment it crossed the finish line at race completion. Drivers must obey the directions of the scrutineer during the scrutineering process.

14.2 Pre-Race Scrutineering. The primary focus of pre-race scrutineering **MUST** be on car and driver safety compliance. This must take precedence over all other checks.

14.3 POST RACE COMPLIANCE CHECK: FOR THE SAFETY OF OFFICIALS AND BY-STANDERS the car must be placed on the scales in a safe manner as per the instructions of the official who is checking the car for compliance. When instructed, the car shall be moved off the scales in a safe manner. Any car selected for a compliance check that goes to its' pit area before going to the scales will be presumed to be too light and will be disqualified from that race. The driver must remain with the car and conform to the instructions given by the official. Failure by any crew member associated with the car being checked; to comply with instructions given by the Officials administering the compliance checks will be deemed to be unsportsmanlike conduct, and the driver and/or crew member may be subject to discipline which may include disqualification.

14.4 The “Head Scrutineer” is responsible for overseeing all pre-race and post-race Rule compliance checks. The “Head Scrutineer and any assisting Scrutineer have the right to determine which inspections (set out in these rules) are carried out and may at his or her discretion make allowances if a car is damaged due to a racing incident. The Head Scrutineers decision is final. Drivers and Car Owners of cars not deemed compliant after completion of a race by the “Head Scrutineer” may be fined and/or disqualified from that race and/or relegated to last place in the official order of finish and may be subject to further disciplinary actions.

14.5 After an engine has been sealed by a Modlites Australia Qualified Person, that engine is deemed legal for competition anywhere in Australia. No further internal examination that involves breaking of seals, removal of stator cover, draining of engine oil or removal of the sump on an engine is allowed unless:

- **The Chief Scrutineer at a State or National Title requires an inspection.** All costs involved in any engine inspection or tear down will be borne by the Car Owner including all costs involved with the re-assembly of the engine post inspection (including transport, parts and labour).
- **An Affiliate Club has strong evidence that an engine is illegal and gets express permission from the Modlites Australia Executive Committee to inspect that engine.** If allowed, all costs involved in any engine inspection or tear down will be borne by the Car Owner including all costs involved with the re-assembly of the engine post inspection (including transport, parts and labour).
- **A protest has been lodged in accordance with these rules.**

14.6 DRIVER'S RESPONSIBILITY: It is the driver's responsibility to ensure the car complies with the Modlites Australia Rules of Competition and General Rules before they move onto the track.

14.7 WEIGHT CHECKS: Cars may be weighed several times over the course of the racing program.

14.8 SCALES ARE OFFICIAL: All scales used by Modlites Australia are considered to be the official scales for that racing event only. All cars should check their weight on these official scales prior to racing. The official scales are deemed to be correct on the day of racing regardless of calibration.

14.9 Any driver or car owner that refuses to have their car inspected under these Rules by a Modlites Australia recognised official will result in that car being deemed illegal and the car being disqualified from racing until deemed compliant. Modlites Australia has the right to cancel a cars registration and Car Owners membership if either the driver or Car Owner refuses to allow a car to be inspected.

15 Practice Sessions

15.1 Practice sessions not associated with Modlites Australia sanctioned race meetings: Only self-scrutineering is required unless the track advises otherwise. Cars attending practice sessions must be registered with Modlites Australia and have a current Daylighting certificate. If sign writing is not complete, cars must have a temporary number secured to the car body that is clearly visible to track officials.

15.2 Practice sessions associated with Modlites Australia Sanctioned race meetings: These practice sessions are deemed part of the event. Cars attending practice sessions must be registered with Modlites Australia and have a current Daylighting certificate including all mandatory seals. Cars must be race ready and comply with the Rules of Competition and General Rules.

16 Fines

If an owner/driver does not pay a fine imposed, the owner/driver's car and the Car Owner or Driver cannot compete in any subsequent Modlites Australia events even with another driver until the fine is paid.

Any purse or outstanding prize money may be withheld from a Car Owner or driver who has an outstanding fine. The prize money can be used to pay off the fine. If the purse or contingency monies due the driver are not sufficient to satisfy the fine, the fine will carry forward to subsequent Modlites Australia events.

17 Suspensions

All suspensions must be fully served. Cancelled events do not count against the suspension. For example, if a driver is suspended for two (2) events and the next event is cancelled due to inclement weather, the suspension continues in effect until fully served. Any suspension imposed shall carry over to the following season until fully served. For example, if a driver is given a three-race suspension but only two events remain on the schedule, the suspension will still be in effect at the first event of the following season.

18 Protests for Racing Incidents

- 18.1 SPOKESMAN** The Car Owner shall be the sole spokesman for the team. If the Car Owner is not present the driver is the only other person who may speak on behalf of the team.
- 18.2 TIMELINE: Protests for racing incidents must be lodged within 20 minutes of returning to the pits after a race, or 20 minutes after the Modlites Feature Race for non-racing incidents.**
- 18.3 LODGING OF PROTESTS:** Any driver or Car Owner wishing to protest to the “Head Scrutineer” or Chief Steward must first approach the Drivers Representative to explain their grievance. If the Drivers Representative is satisfied there is reason for a protest, they will then accompany them to either the “Head Scrutineer” or Chief Steward where they can present their case. The person making the protest must remain at the venue until the “Head Scrutineer” allows them to leave.
- 18.4 DECISION:** The decision of the “Head Scrutineer” or Chief Steward is final.
- 18.5 RIGHT TO REFUSE PROTEST** The “Head Scrutineer” or Chief Steward has the right to refuse any racing incident protest if the protest is deemed unnecessary, a personal feud or vendetta and/or is deemed to have been used for purposes of harassment.

19 Visible Protests

- 19.1 VISIBLE PROTESTS:** Protests may be made concerning visible violations of rules or specifications. A visible protest situation is any time a mechanical device is not needed by a Modlites Australia Official to determine the car's compliance with the rule.

- 19.2 SPOKESMAN** The Car Owner shall be the sole spokesman for the team. If the Car Owner is not present the driver is the only other person who may speak on behalf of the team.
- 19.3 TIMELINE:** Visible protests for must be lodged within 20 minutes of returning to the pits after a race, or 20 minutes after the Modlites Feature Race for non-racing incidents.
- 19.4 PROTEST FEE:** Protest fee is \$250 per protest. A separate fee is required for each driver being protested or each item being protested. If the protest is unsuccessful the fee is kept by the club hosting the event.
- 19.5 LODGING OF PROTESTS:** Any driver or Car Owner wishing to protest to the “Head Scrutineer” or Chief Steward must first approach the Drivers Representative, pay their fee and show the Drivers representative which rule they believe has been broken. If the Drivers Representative is satisfied there is a case, they will then accompany them to either the “Head Scrutineer” or Chief Steward where they can present their case. The protest fee will only be refunded if the protest is successful. The person making the protest must remain at the venue until the “Head Scrutineer” allows them to leave.
- 19.6 DECISION:** The decision of the “Head Scrutineer” or Chief Steward is final.
- 19.7 RIGHT TO REFUSE PROTEST** The “Head Scrutineer” or Chief Steward has the right to refuse any protest if the protest is deemed unnecessary, a personal feud or vendetta and/or is deemed to have been used for purposes of harassment.
- 19.8 Modlites Australia and the Affiliate Club shall not be responsible for any damage caused by the inspection.**

20 Technical Protests:

- 20.1 TECHNICAL PROTESTS:** A technical protest is any protest which requires any tool or mechanical device (including scales) for Modlites Australia Officials to determine a car’s compliance with the rules. The person who lodges the protest must be present when the “Head Scrutineer” inspects the protested car.
- 20.2 SPOKESMAN** The Car Owner shall be the sole spokesman for the team. If the Car Owner is not present the driver is the only other person who may speak on behalf of the team. The person who lodges the protest must be present when the “Head Scrutineer” inspects the protested car.
- 20.3 TIMELINE:** Protests must be lodged within 20 minutes of the completion of the Modlites Feature Race.
- 20.4 INITIAL PROTEST FEE:** Protest fee is \$500 per protest. A separate fee is required for each item being protested.
- 20.5 LODGING OF TECHNICAL PROTESTS:** Any driver or Car Owner wishing to lodge a Technical Protest with the “Head Scrutineer” must first approach the Drivers Representative. If the Drivers Representative is satisfied with their claim, they will then accompany them to the Head Scrutineer where they can present their case.

- 20.6 INSPECTION:** If the Head Scrutineer is unable to perform any required checks on the night, the protested engine or component is to be sealed by the Head Scrutineer or Modlites Australia Official and the Car Owner will be directed by Modlites Australia to take the car to a Modlites Australia chosen specialist for further inspection. The car owner will be given 30 days to present the car to the specialist. The car owner under protest must be present with a Modlites Australia Official when the seals are broken by the chosen specialist.
- 20.7 COSTS INCURRED:** A quote will be obtained from the specialist nominated to inspect the component and reinstall all parts checked. The person who lodges the protest must pay this amount to the Affiliate Club where it will be fully refunded if the protest is successful.
- 20.8 CAR FOUND TO BE ILLEGAL:** If the protested car is found to be illegal, 70% of the protest fee is refunded to the person who lodged the protest with any remaining money kept by the Affiliate Club who hosted the event. The owner of the car deemed illegal, will be responsible for all costs including labour, tear down and reassembly.
- 20.9 CAR NOT FOUND TO BE ILLEGAL:** If the protested car is deemed not to be illegal the protest fee is forfeited and the Affiliate Club will keep the fee. The person lodging the protest will be responsible for all costs involved with the inspection of the component including tear down, labour and reassembly.
- 20.10 Modlites Australia and the Affiliate Club shall not be responsible for any damage caused by the inspection or component tear down.**
- 20.11 HOLDING THE PURSE** In the event of a protest, the Affiliate Club, with the consent of Modlites Australia, may delay purse distribution until the matter is decided.
- 20.12 RIGHT TO REFUSE PROTEST** The Head Scrutineer or Head Steward has the right to refuse any protest if the protest is deemed unnecessary, a personal feud or vendetta and/or is deemed to have been used for purposes of harassment.
- 20.13** The results of the inspection from the Modlites Australia chosen specialist are final.

21 Appealing a Guilty Decision on a Technical or Visual Protest

- 21.1 SUBMITTING AN APPEAL:** If the Car Owner of a protested car wishes to appeal a guilty decision, they must submit their case in writing to Modlites Australia within 5 days of a decision being made.
- 21.2 APPEAL PROCESS:** The Car Owner will then be asked to attend an online meeting to put their case to Modlites Australia for the national Delegates to vote on. The Modlites Australia voting tribunal must be held within 20 days of receiving the letter of appeal.
- 21.3 VOTING:** A majority of Delegates is required to be in favour of the accused Car Owner for the decision to be overturned. If the vote is tied the Modlites Australia President has the deciding vote.
- 21.4**

- 21.5 FURTHER APPEAL:** If the Car Owner does not agree with the decision by the Modlites Australia tribunal they must take their case to Speedway Australia. Modlites Australia will abide by any decision made by Speedway Australia. All disciplinary actions and fines will remain in place until the case is resolved by Speedway Australia.

22 *Modlites Australia Points System for State and National Titles*

- 22.1 POINTS STRUCTURE (Table 1):** The Modlites Australia points allocation system follows the Speedway Sedans Australia (SSA) system and is to be administered during State and National titles. Affiliate clubs may run their own points system for local competitions.

Points System

Table 1

Position	Points	Position	Points	Position	Points	Position	Points	Position	Points
1 st	36	10 th	4	19 th	1	28 th	1	37 th	1
2 nd	28	11 th	3	20 th	1	29 th	1	38 th	1
3 rd	23	12 th	2	21 st	1	30 th	1	39 th	1
4 th	17	13 th	1	22 nd	1	31 st	1	40 th	1
5 th	13	14 th	1	23 rd	1	32 nd	1	41 st	1
6 th	10	15 th	1	24 th	1	33 rd	1	42 nd	1
7 th	8	16 th	1	25 th	1	34 th	1	43 rd	1
8 th	6	17 th	1	26 th	1	35 th	1	44 th	1
9 th	5	18 th	1	27 th	1	36 th	1	45 th	1

23 *Daylighting / Engine Sealing*

- 23.1** When a daylight inspection is passed by the Qualified Person, only that vehicle when registered, is approved for participation in any Modlites Australia sanctioned competitive event within Australia. It shall not be construed in any way to mean that the inspected vehicle is guaranteed mechanically sound. Be it further declared that the Qualified Person should not be liable, nor shall the sanctioning body, for any mechanical failure not for any losses, injuries or death resulting from same.

- 23.2** All cars will be required to be Daylighted on every Odd calendar year (*commencing 2025*) prior to the start of that racing season. This allows for cars to have Daylight Compliance for two years. New Car Owners will need to have their cars daylighted prior to registration, which may require them to Daylight again the next season if an Odd Year.
- 23.3** **Qualified Person Recognition:** To be recognised as a Qualified Person, nominees must submit their name and experience to Modlites Australia for endorsement. If endorsed the Qualified Person will be allowed to carry out Daylighting duties OR engine compliance sealing OR both. Upon approval by the Modlites Australia Executive Committee those persons will be deemed competent to Daylight cars OR check and seal engines for competition OR both. A list of Qualified Persons and their respective competencies will be held by the Secretary of Modlites Australia. Modlites Australia has the right to reject a nomination or remove an endorsee from the list as they see fit.
- 23.4** The Daylighting process is a pre-season compliance check that includes but is not restricted to: chassis condition, seat belts, seat mounting, fuel system, battery, radiator, driver seating position, electrical safety and suspension. All relevant seals must be in place and logged for registration. It is the Car Owners responsibility to present the car in as race ready condition as possible.
- 23.5** Upon payment of the Modlites Australia Car Registration fee a receipt number will be issued, and after passing a Daylighting inspection all relevant paperwork must be signed by both the car owner and the Daylighting Qualified Person and forwarded to the Secretary, Modlites Australia. A Logbook for that car will then be issued and sent to either the Car Owners or State Affiliate Club within 7-14 days of receiving the form.
- 23.6** A Flow Chart is attached to this document describing how to obtain a Logbook. New Logbooks will be issued every 2 years coinciding with the Daylighting process. If a Logbook is lost, the car owner will be required to have their car Daylighted again and a replacement Logbook will be issued by Modlites Australia. Replacement Logbooks will incur a fee of \$40.00 to be paid to Modlites Australia, you will receive another receipt and after the Daylighting form has been sent in by MA official a new replacement Logbook is then sent.
- 23.7** All Daylighting, sealing of engines and chassis sealing must be carried out by a Modlites Australia endorsed Qualified Person. The car will not be deemed legal to compete until the Daylighting form has been received by Modlites Australia and the car registrations and state membership fees are paid in full.

1.

Pay Registration:

The Car Owner to fill in the Modlites Australia Membership Form and pay the registration fee.

Daylighting:

Organise for a Modlites Australia endorsed person to Daylight your car. If required, bring a copy of the Engine Sealing Form that was completed by the person who sealed the engine.

Engine Sealed:

Have your engine sealed by a Modlites Australia Qualified Person.

Re-issue of a lost Log Book:

Pay Modlites Australia the replacement Log Book Fee \$40.00.

**PASS
Daylighting**

A copy of the Daylighting Form is sent to Modlites Australia.

There is a MINIMUM of 7 days required to process a Log Book. Do not leave things until the last minute.

Issue of a new Log Book:

After the Daylighting Form is received by Modlites Australia and Membership of Modlites Australia is confirmed, the Log Book and current registration sticker will be sent to either the Car Owner or their primary Club within 7-14 days. It is the responsibility of the Car Owner to ensure they have current Primary Club membership.

Re-issue for a lost Log Book:

The new Log Book will be sent 7-14 days after the Daylighting Form and replacement Log Book fee is paid to Modlites Australia.

**Fail
Daylighting**

A copy of the Daylighting form is sent to Modlites Australia

Make good on all Non Conformance items and organise to have the car Daylighted again.

23.8 Chassis to Wheel Offset: The wheel offset is the maximum distance allowed from outside of the rear of the longitudinal frame rail to the outside of a rear tyre.

23.9 Chassis Seal: Chassis to wheel offset to be determined. **Formula** = $31.5'' - [(1/2 \text{ the chassis width at rear})]$. A seal must be placed around the rear right hand roll cage down bar. The seal will have the maximum wheel offset distance stamped into it. The seals identification number will also be used by the Daylighting Official as the car's official chassis number for Logbook purposes.

23.10 Engines will be checked for sealing as follows

- Cam covers to be removed and cams to be visually checked for compliance.
- Compression to be checked as per Modlites Australia General Rules
- Bore and stroke to be checked as per Table 1
- Visual inspection of fuel injection and ports as per Modlites Australia Rules.

23.11 The purpose of sealing an engine is to stop the removal of the head or camshafts after the engine has been inspected by a "Qualified Person". The engine is to be sealed by drilling a hole in the head of bolts or nuts in such a way that when a seal is attached, neither the head nor camshafts can be removed without breaking the seal. As an alternative to cam cover sealing, the bolts securing the cam chain tensioner (*on automatic cam chain tensioners only*) may be used in the sealing process if this does not allow the camshafts to be removed without breaking the seal.

23.12 ENGINE SEALING AND COMPLIANCE

The sealing of an engine by the Modlites Australia Qualified Person is only a confirmation that:

- The engine bore is compliant
- The engine stroke is compliant
- The engine compression is compliant
- The correct placement of the OEM camshafts is compliant

IT IS THE RESPONSIBILITY OF THE CAR OWNER TO ENSURE ALL COMPONENTS WITHIN THE ENGINE MEET THE SPECIFICATIONS SET OUT IN THE RULES OF COMPETITION AND GENERAL RULES.

23.13 Seal numbers to be noted on day-lighting sheet and in logbook.

23.14 Any tampering or removing of any seal without prior notification to a MA approved scrutineer will incur a disqualification for that race meeting and possible suspension at the discretion of the Chief Steward.

If there is a case where no seals are available, the Qualified Person may as a temporary measure, seal the engine with a wire seal and take a clear digital photograph of the sealing wire. The image is to be sent to Modlites Australia and the Car Owners Affiliate Club. The temporary seal is only valid for 14 days and after this the engine must be inspected again and the correct seals attached.

24 Engine Compression Test Procedure

- 24.1 (Initial check) Fuel Injection isolated and all 4 spark plugs must be removed before checking compression.
- 24.2 (Initial check) Compression value is logged after ten (10) compression revolutions of cranking:
- 24.3 (Initial check) Cylinder cranking compression must be between a minimum of 100 p.s.i. and maximum of 220 psi averaged over 4 cylinders.
- 24.4 (Initial check) The earliest a compression reading may be taken is 15 minutes after an engine has been started.

25 Post Race Engine Compliance Checks:

- 25.1 If the bore and stroke is to be checked as part of post-race compliance by the Chief Scrutineer, measurements must be made using the Modlites Australia endorsed Bore and Stroke Gauge (*all Affiliate Clubs are in possession of this tool*).
- 25.2 Post race engine compression measurements requested by the Chief Scrutineer must be taken with the Modlites Australia Affiliate Club endorsed Snap-On Motorcycle compression gauge (*all Affiliate Clubs are in possession of this tool*), part number EEPV303A: with adapters EEPV304A, EEPV306A or MT26J200, EEPV305A or with Snap-On Motorcycle Compression Gauge Set EEPV503: with adapters EEPV5G10L, EEPV5G12L and EEPV5G14L.

26 Rule Enforcement and Clarifications

- 26.1 Any rules or regulations not covered in The Rules of Competition or General Rules can only be implemented and enforced by Affiliate Clubs after being determined and voted on by the Modlites Australia Committee. Any decisions will be final (in compliance with the Modlites Australia Constitution).
- 26.2 Any guidance not mentioned within these rules is to be deemed illegal until a clarification has been determined by the Modlites Australia Committee.

