

resemble sail panel drawing and dimensions in body diagram. Sail panels may have windows but must match side to side. **Rear top edge of sail panel maximum 44 inches from ground. Sail panel can extend maximum 2 inches past interior deck with maximum four inch bow.**

Spoiler: One piece, adjustable, rear spoiler allowed with maximum five inch material length and four inch material height from deck. Spoiler bend/break allowed for reinforcement. Maximum overall spoiler height is 40 inches from ground. **Spoiler braces must fit within confines of sail panel rules/dimensions.**

4b. CLASSIC MODIFIED BODY SPECIFICATIONS: All dwarf cars are considered Classic Modified bodies. 1928-1948 American-made production vehicles only, two-door vintage coupe, sedan, sedan delivery, wagon, or pick-up truck. No convertibles. Must have grill shell, any material, or simulated open radiator matching original body. Hood louvers allowed for cooling, must maintain stock contour. Engine compartment must conform to scale and match body contour. Hole may be cut for breather clearance only. No ram air induction. Doors, windows, and cowlings must retain stock appearing. Trunk must be closed with trunk lid or fully enclosed trunk access panel conforming to original bodylines. Louvers allowed no holes. No fenders, sharp edges, wings, lips or spoilers. Body must be metal, 26-gauge steel or minimum 0.040 inch aluminum. Body contour must follow frame and roll cage. Driver door must be operational and equipped with a secure latch.

5. DRIVER COMPARTMENT AND SEAT: Windshield area must have protection bars or screen in front of driver. All other driver compartment areas must remain open. Deflectors, no wider than roll bar area, may be used in front of driver. Firewall must be metal, completely separate engine compartment from driver and must seal to underside of hood. Engine protruding into driver compartment must be enclosed. Drive shaft tunnel must have minimum of two, 360-degree hoops, between **front** firewall and seat back, constructed of minimum 0.1875 by 1.5 inch steel or 1 inch O.D. tubing with 0.095 inch wall thickness. 18-gauge steel from front to rear firewall over driveshaft tunnel is recommended. Aluminum high-back seat only. Seat must be securely bolted to frame/roll cage. All cars must have a securely mounted bar located behind top of seat at shoulder level. Maximum 65 inch seat setback measured from the upper ball joint to the rear bottom of seat and maximum 74 inches measured at top of seat. No driver-adjustable devices allowed while car is in competition except brake adjuster and shutoff.

6. FRONT SUSPENSION: Front suspension must not extend rearward past the most forward panel of firewall. Hub offsets must be within 1.5 inch side to side. Hubs front and rear must be maximum 1.5 inches (combined distance) from main frame rails on both sides of car, measured from center of rotor at hub location (with rotor parallel to frame rail) to vertical plane of frame rail. Front and rear sway bars allowed, with no adjustable components. No straight front axles.

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

8. SHOCKS: One steel, non-adjustable, shock per wheel only, must remain as one unit with spring. No Schrader valves.

Approved examples are the Bilstein SG Series, QA1 twin tube, AFCO, BSB or similar type shocks. **One or all shocks may be claimed per event for \$100 each, counting as one claim on card, following shock claim procedures (Refer to www.imca.com).**

9. SPRINGS: One spring per wheel only, must remain as one unit with shock. No torsion bars or leaf springs. Coil-over shock/spring are the only allowable means of supporting the chassis. No Spring stacking. Take up/helper springs and bump stops allowed. Take up/helper spring must be flat in design and no thicker than 0.125 inches. An acceptable take up/helper spring is an Eibach part #HELPER188.

10. REAR SUSPENSION: Three link rear suspension design only, consisting of two lower control arms and one upper control arm to control up and down movement of rear end. One pan hard/J bar allowed for side-to-side control of rear end. No sliding pan hard/J bars. 30 inch maximum rear control arms. Torque-absorbing devices allowed. No lift bars, watts link, floating birdcages or brake floaters allowed.

11. REAREND: Quick-change rear ends allowed with steel tubes only. Rear end must be locked or have a solid spool. No titanium axles.

12. BUMPERS AND NERF BARS: (See diagram) Steel bumpers and nerf bars must be on car and securely mounted. All bumpers must be constructed with minimum one inch O.D. tubing with maximum 0.125 wall thickness. Front bumper width maximum 30 inches, minimum 20 inches. Rear bumper width maximum 56 inches, minimum 20 inches, constructed with three vertical bars. Rear bumper maximum ten inches beyond rear deck. Full length nerf bars mandatory, mounted two or three points between front and rear tires, with maximum 1.25 inch O.D. tubing and 0.125 wall thickness. Nerf bars may extend (at rear) maximum one inch outside rear tire tread only.

13. TIRES/WHEELS: Must use 13 inch bead Hoosier race tire, with ModLite/STARS stamped on sidewall (soft or medium compounds). Tires may be ground, straight siped or grooved. All tires must durometer minimum 40 before race and at least 15 minutes after race. Steel 13-inch wheels only, with minimum 0.090 wall thickness. 7 inch minimum and 8 inch maximum wheel width, any offset. Aluminum wheel spacers allowed. No wide five wheels allowed. Bead locks are optional. Foam type or securely bolted plastic mud covers allowed. Wheel cover rings must be welded to wheel.

14. BRAKES: Must be steel approved OEM, operative four wheel, disk brakes. Aluminum calipers allowed. Drilling, cutting or scalloping of rotors allowed. No surface cracks of any type allowed on any rotor. Adjustable brake bias, brake shut offs and racing master cylinders allowed.

15. EXHAUST: Header must attach directly to head in stock exhaust port location. Engine exhaust must include muffler and exit rearward. All muffler devices must include baffles. If mandated, any muffler must meet local track regulations.

16. FUEL SYSTEM: Fuel pump must be mounted outside driver compartment. Racing fuel cell required, maximum 5 gallon capacity, located in trunk, *recommended remote filler neck*. Reinforced or steel braided line must be used in all high-pressure areas. Emergency electrical cut off switch must be clearly marked 'OFF' and 'ON' and must be installed on right rear shelf or rear firewall. Engines must remain with the fuel injector or carburetor that was supplied with

the engine from the factory. i.e., No interchanging a carburetor on an engine that came with fuel injection. No aftermarket fuel injection and turbo chargers. Fuel injector screens may be removed and O-ring type may be changed. Carburetor/fuel injection boot must fasten directly to head in stock intake port location. After market velocity stacks permitted. Factory supplied air boxes and or aftermarket air filters maybe used with OEM velocity stacks. After market air boxes, such as K & N or Kinser are permitted. No ram air induction. Port casting part lines must be visible upon inspection. Intake port area may be altered to match intake boot. Alterations not to exceed 3/8" into intake port. Only modification allowed in port is to match the intake boot at the very top of port and not to exceed 3/8 of an inch, as written in rule. Only cut allowed under the valve is the machined cut in the head for the valve seat. One fuel monitoring device allowed, may not include any additional boxes, modules, or devices to alter engine performance.

17. **FUEL:** Any type of manufactured pump gasoline including ethanol-based fuels such as E85 will be allowed. Race gas is allowed. No methanol, nitro or nitrous oxide additives allowed.
18. **WEIGHT:** Minimum weight limit of 1325 pounds, no tolerance, after race with driver in car. No weights and/or loose objects in driver compartment, above interior deck or outside body (i.e. on nerf bars). Weights must be securely mounted to frame or roll cage and painted white with car number on it. Must be attached with 0.50 inch bolts. No added weight to rear axle tubes allowed. Hood must be clearly marked with cc displacement and minimum weight as outlined in Engine Specification.
19. **BATTERY/STARTER:** Battery must be securely mounted to chassis outside driver compartment **and positive terminal must be covered**. Charging system optional. No auxiliary starters.
20. **IGNITION/ELECTRONICS:** OEM stock ignition system only (Flashing of ECU/ECM acceptable). Power Commanders up to 5 USB and or TFI may be used. Oxygen sensors or components added will not be permitted. Components added to allow traction control will not be allowed. Bazzaz fuel performance devices will not be allowed. **No self tuning ignition devices allowed**. Wiring harnesses must be left exposed for easy inspection. Anything 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 what the function of all switches are. 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.
21. **TRANSMISSION/DRIVESHAFT:** Must have working transmission, clutch, and starter with all parts in place. Complete Clutch assembly must remain in engine. External reverse boxes allowed. No air controlled shifting devices (exception is driver with disabilities). Must use steel drive shaft from transmission adapter to automotive rear end. Minimum 2.50" x .083" or 2" x .120".
22. **ENGINE COMPARTMENT:** Engines must be front mounted in engine compartment. Engine setback: The "square of the engine" (rear fins of the jugs) may not extend rearward more than 17" from the center of front spindle. No part of the engine or transmission may extend rearward more than 21 inches from center of front spindle.

23. 1000cc ENGINE SPECIFICATIONS: All engines must be in OEM production for a **minimum** 2-year time period, prior to approval, to determine its competitive relationship with our current engine rules. Any major changes to any engine by the OEM manufacturer must be approved by IMCA/STARS before use. **Make no assumptions that approval is automatic on an annual basis.**

Four cycle, four cylinders maximum only. **ALLOWABLE 1000cc ENGINES MODELS:** GSXS 1000 (2021 or older), GSXR 1000 (2021 or older), Honda CBR 1000 RR (2021 or older), Yamaha YZFR1 (2021 or older), Kawasaki ZX 10R (2021 or older). **Honda CBR 1000RRR and Kawasaki ZX10RR are not allowed.**

Engine parts from different year engines may be swapped between engines providing they are from the same manufacture and same engine series. The GSXR & GSXS engines meet this criteria. Engine bore, stroke and rod length must remain unaltered from the factory manufactured year specification. This is determined by serial number. No modifications to bottom-end of engine allowed and all components must remain in stock configuration. Battery powered ignition system only. Alternator cover allowed. Factory balancer and/or balancer shaft may be removed. May use extra fan or oil cooler. Electric water pump may replace OEM water pump. No aftermarket cylinder heads or valves allowed. No porting, grinding, polishing, or changing stock configuration of intake or exhaust ports allowed. No altering of pistons, head components, crankshaft, rods and pistons, must remain OEM. **Camshaft:** must be as per original equipment manufacturer (OEM) and meet OEM specifications. Adjustable cam sprockets are allowed. Cam shafts must remain stock lift and duration and be in their original placement. (i.e., intake on intake side, and exhaust on exhaust side). Kawasaki Racing Exhaust-Camshaft part number 49118-0729, Kawasaki Racing Intake-Camshaft part number 49118-0728, Kawasaki Cam Sprocket part number 120460034 are not allowed. **Oil system:** wet system only, no dry sumps. One piece billet or cut down oil pan, steel or aluminum, may be used. High volume oil pump gear allowed.

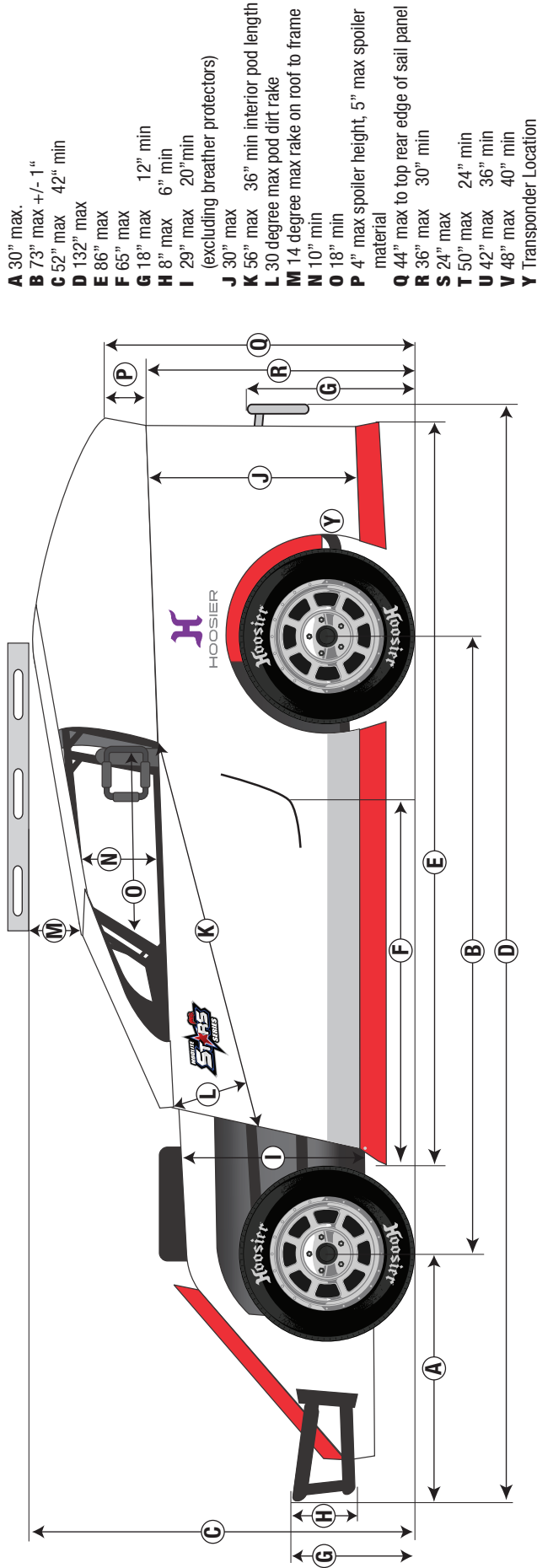
24. ENGINE TECH PROCEDURES: Carburetors or Fuel Injection and all 4 spark plugs must be removed before checking compression. After ten compression revolutions of cranking: Maximum 220 p.s.i. per cylinder average of 4 cylinders, no variance. Measured with a Snap-On Motorcycle compression gauge, part number EEPV303A: with adapters EEPV304A, EEPV306A or MT26J200, EEPV305A or with Snap-On Motorcycle Compression Gauge Set EEPV503: with adapters EEPV5G10L, EEPV5G12L and EEPV5G14L, or equivalent.

25. BORE & STROKE CHART: See bore & stroke chart at www.imca.com.

26. POINT STRUCTURE/PROCEDURES: Refer to www.imca.com for automatic penalties.

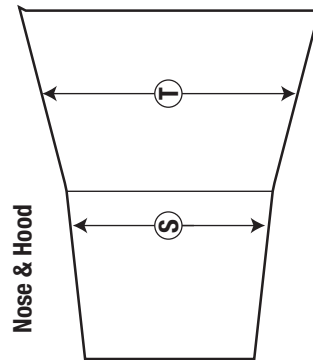
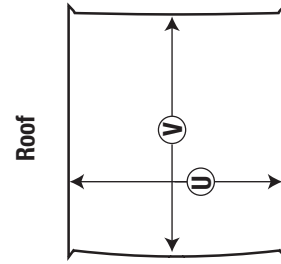
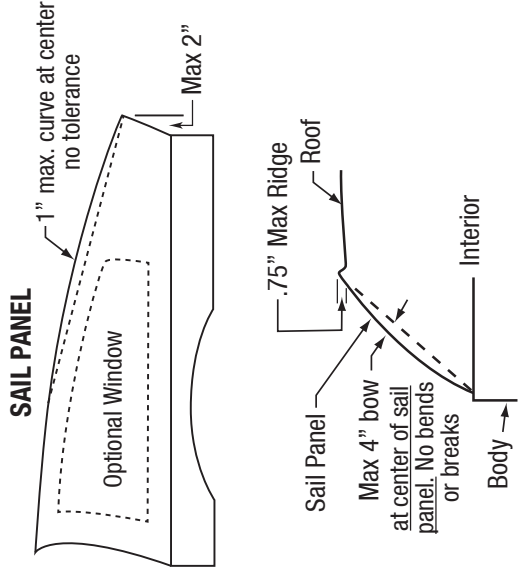
27. EIRI: (Except in rare instances) Decisions of IMCA Officials are final and binding without exception. In some cases, track safety rules may take precedence over IMCA rules - any discrepancy between IMCA and track rules should be brought to the attention of IMCA. Any rule changes or clarifications during the course of the year will be amended at www.imca.com as well as published in Inside IMCA, the official newsletter of IMCA, and will be considered as an official part of these rules.

STARS Mod Lite Body Dimensions For 2023



- A** 30" max.
- B** 73" max +/- 1"
- C** 52" max 42" min
- D** 132" max
- E** 86" max
- F** 65" max
- G** 18" max 12" min
- H** 8" max 6" min
- I** 29" max 20" min (excluding breather protectors)
- J** 30" max
- K** 56" max 36" min interior pod length
- L** 30 degree max pod dirt rake
- M** 14 degree max rake on roof to frame
- N** 10" min
- O** 18" min
- P** 4" max spoiler height, 5" max spoiler material
- Q** 44" max to top rear edge of sail panel
- R** 36" max 30" min
- S** 24" max
- T** 50" max 24" min
- U** 42" max 36" min
- V** 48" max 40" min
- Y** Transponder Location

SAIL PANELS: Must slope down from rear edge of roof and extend from roof to rear of car and be the same on both sides. May extend 2" maximum past rear edge of interior deck.



©2023 BY IMCA All body measurements are maximum and have 0.50 inch tolerance unless otherwise specified.