



# 2019 RACE RULEBOOK

## **B-MOD Official Event Rulebook**

**RULE BOOK DISCLAIMER:** 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 the B-Mod Battle Royale, and by participating in these events, all participants are deemed to have complied by these rules. Race and series officials reserve the right to amend/change, add or remove any rules at any time seem fit by series officials in the best interest of competition. The race officials decision is FINAL. 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 NO way a guarantee against injury or death to a participant, spectator or official.

### **CHASSIS/FRAME**

1. Basic IMCA/UMP chassis rules. Unless otherwise noted.
2. Weight jacks must be within 1" of center line. Stock Clip MUST come past back of engine block.
3. Factory production US car frames. Frame complete in front of firewall.
4. Frames may NOT be wide or narrow. Front member may be notched for clearance. Min. frame height from ground is 4".
5. Wheel base: Minimum 108". Maximum 112" Stock front clip ONLY.
6. Rear of frame may be altered to accept leaf or coil springs. NO fiberglass springs or lift bars allowed. No rear torsion bars.
7. Rear of bell housing flange at least 72" forward from the center of axle. Engine offset within 2" of centerline of front cross member. Minimum engine height should be 11" from front center of crankshaft to ground.

### **TRANSMISSION/DRIVELINE/REAR END/BRAKES**

1. No direct drives. Must be able to shift forward/reverse with engine running.
2. BERT type transmission, Gen 2, ball spline transmissions allowed.
3. Stock OEM 3 or 4 speed transmission is legal.
4. Drive shaft may be steel or carbon fiber only. NO aluminum or fiberglass allowed.
5. No altering of brake rotors or calipers. No single disc brake rotors. Must be OEM.
6. All Calipers OEM or approved aftermarket caliper. No machining or lightening.
7. Any steel approved OEM passenger car or truck rear end allowed (housing and carrier). OEM rear end may use full or mini spool. Quick change rear end permitted. Must use steel axle tubes and 10" ring gear with steel or aluminum spool. Only steel axles allowed. Any additional components must be steel except lowering blocks, axle caps, drive flange, pinion mount and wheel spacers. No torque dividing differentials, scalloped ring gears or cambered rear ends.
8. 9" Ford "floaters" are legal in all cars. O.E.M. 4-link option rear end must mount in stock location on housing. GM rear end housings may be braced. When using 3 link or OEM 4 link setup and running the 9" rear-end drivers with solid link which includes no birdcages or rotating components drivers will get a 100lb wt. break.

### **SUSPENSION**

1. Steering box MUST bolt in stock location with stock bolt pattern. May use steering quickener. NO center steering or rack and pinion. Power Steering pump and lines must be mounted on front of engine.
2. Stock passenger car spindles only. No fabricated or aftermarket spindles.
3. Tube type upper A frames OK. Must be steel.
4. No alum. suspension parts allowed unless listed. No hydraulic, ratchet or electrical weight jacks anywhere in or on the car.
5. OEM style lower A frames. Stock or aftermarket (Keyser, Allstar, etc) OK. May have heim type ends. MUST be stock measurements half inch tolerance. Maximum width front or rear is 78" ZERO tolerance. Measured from outside of tire to outside of tire. Maximum 1" wheel spacer allowed front and rear. No travel limiting devices allowed.
6. All suspension bars and/or arms must remain solid and straight. A min. fifteen (15) inches from center of heim and must mount in traditional mounting locations.

7. The use of birdcages is permitted. Drivers utilizing quick change rear ends and birdcages must weigh 2500lbs.
8. Drivers MUST run a solid pull bar only. No biscuit or spring style pull bars will be permitted. Pullbar Bar should maintain within 1" of straight of centerline of the drivershaft.
9. Any coil spring must be at least 4 ½" OD. Right front spring MINIMUM 8" tall. Left rear spring MINIMUM 10" tall.
10. The upper front coil spring must be flat and support the spring 360 degrees.
11. The lower front coil spring mount may have a single step to prevent spring rotation and accommodate the open end of the spring. The step of the lower front coil spring mount must not exceed 1" in height. The lower spring mount must be welded integral component of the lower control arm. Installed the lower end of the spring must be supported 360 degrees.
12. One steel bodied non adjustable shock and spring per wheel. One 90/10 shock allowed in the pull bar area. See rule 15.
13. NO AIRSHOCKS, remote canister shocks allowed. Bumpstops are NOT permitted. Can style chain limiters are illegal.
14. No Schrader or Bladder valve shocks allowed. Any external port MUST be plugged. Shock shaft must be solid.
15. **\$125 claim PER shock.** One or more shocks can be claimed each event. In event more than one person claims a shock, driver finishing farthest back has first option. Anyone finishing inside top 10 can claim shock(s) on any car finishing in front of them. Anyone refusing to sell a shock(s) see fines and penalties. **The winners shocks WILL purchased by the track.**

### **ENGINE/BOLT ONS/MSD**

#### **GM CRATE MOTOR OPTION:**

1. Must compete with a LEGAL Stock GM602 Crate Motor. Part#88958602.
2. IF rebuilt, GM 602 MUST be to GM specs. NO EXCEPTIONS!
3. Cars must be marked with CRATE if competing with the 602 engine option.
4. One four barrel carburetor is permitted. Maximum 1" spacer. (Zero tolerance) may not intrude into carb or intake.
5. No tri-y or merge headers. No exhaust exit through body permitted. No high volume oil pumps. Reverse mount starter OK.
6. HEI or MSD ignition allowed. NO traction control devices of any kind allowed. MSD can be claimed at any time.

#### **OPEN MOTOR OPTION:**

1. See **EDGE Hotmod Engine rules for complete open engine rules package.**
2. GM maximum c.i.d. = 360 cubic in. / Ford maximum c.i.d. = 362 cubic in. / Mopar maximum c.i.d. = 370 cubic in. (no hemi)
3. Block and cylinder head decking is allowed but must maintain no more than 175 lb. compression per cylinder.
4. Drivers utilizing any open engine option are required to run a Holley #4412 carburetor. Choke plate removal and circle track float installation are the ONLY allowable modification to carburetor. No milling or removal of choke tower is allowed!
5. Any rules omitted do not make them legal. Racers with open motors MUST abide by EDGE Hotmod Engine rules and tech.

### **WEIGHT**

1. Minimum weight with driver 2,500lbs at all times if utilizing a QC rear and any rotating/bearing suspension components.
2. Minimum weight with driver is 2,400lbs at all times if utilizing a Ford 9" rear end and completely solid rear suspension.

### **TIRES/WHEELS**

1. Hoosier 8" G60 tire ONLY. No cutting, grooving, or siping allowed.
2. No chemical altering allowed. Tire WILL be checked at random and sent off for chemical analysis. Tires that do not conform to benchmark will be deemed illegal. Lose of all purse money and a min. \$1,000 fine.
3. 8" steel racing wheels only. Bead locks on all four corners permitted. Covers permitted on all four corners.

### **BODY**

1. See 2019 Mid-East Modified Tour body diagram. Traditional modified bodies permitted.
2. No rear or additional spoilers, drop decks, wicker bills, or exotic sheet metal work will be permitted!
3. Engine compartment to be open on both sides. NO side panel in front of engine plate.
4. Top of doors and decking may not extend past rear of engine block
5. No wings, spoilers inside of car. Cowl may wrap around but must angle down behind steering wheel.
6. No lips on body or decking. Exceptions: roof MAX 1" lip and Nose MAX 2" lip on each side.
7. Left side may be open to allow airflow. Cockpit must be completely sealed off for safety.

### **FINES/PENALTIES**

1. Traditional / current Mid-East Modified Series penalties and fines apply.
2. Any driver caught cheating the integrity of the GM602 will be subject to loss of prize money and a \$1,500 fine by the event officials in addition to any penalties collected by series officials.
3. Track and event officials have the rights to dock positions in any race if any car is found to be challenging the integrity of the event rulebook.

## **EVENT FORMAT & ENTRY**

1. Racers will select during the entry process their Friday night racing division. Drivers will only be allowed to compete in one division on Friday night. Drivers must utilize the current EDGE Hotmod Rulebook to compete with the 'H-Mods' on Friday. Drivers must utilize the 2019 B-Mod Event Rulebook to compete with the 'B-Mods' on Friday. Each division will compete in their own qualifying, heat race, and 20 lap feature. The top four cars from each division will earn starting spot into Saturday's finale. The 'H-Mods' will make up the inside four rows Saturday. The 'B-Mods' will make up the outside four rows Saturday. The remaining competitors not locked in will retry on Saturday in a completely new show. All cars will compete together utilizing the designated EVENT rulebook. Drivers will compete in qualifications, heat races, consis to determine the remaining feature spots 9-24. Drivers who fail to transfer into the feature will earn a spot in the 15 lap Non-Qualifiers feature based on how they finish in their consolation races. Saturdays finale will be 35 laps paying a generous \$5,000 to win!
2. Event entry fee is \$50. The entry fee is due during event registration and must be paid to compete. No series or track fees will be charged during the weekend. Transponders are required (westhold / yellow). Raceivers are mandatory (default 454).

## **EVENT POLICY**

1. Race officials as well as the Mid-East Modified Tour officials reserve the right to refuse any racer or race car to compete, without notice at anytime for any reason.
2. Officials may inspect any car they suspect could be benefiting from the use of "illegal" performance enhancing parts or devices at any time. Driver/crew of car called to be inspected are expected to cooperate in a sportsman-like manner with inspector. Failure to cooperate with inspector will be considered an indictment of guilt on the competitor's part, and competitor will be found in violation of this rule. NO EXCEPTIONS! Any competitor whose illegal part/s were found shall be found in violation of rules and will sacrifice any purse accumulated during the weekend.
3. Rules may be altered as needed to maintain safety or economical integrity, improve competition, or for clarification purposes. Track and series officials determination of legality will be final.
4. Do not assume if a particular question is not addressed in the above rules that it is automatically legal.
5. AS THE TESTING PROCESS LASTS THROUGHOUT APRIL WE HAVE THE RIGHT TO ADMEND OR MAKE ANY ADJUSTMENTS TO THE RULES AS WE SEE FIT FOR COMPETITIVE PURPOSES.
6. If you have questions about the legality of any proposed ideas for your race car, it is better to ask in advance, than be determined to be illegal later. Questions and their answers will be kept in confidence. It is the driver's responsibility to understand & abide by the car construction rules. **Do not purposely violate the intent of these rules!**

PLEASE READ CAREFULLY AS YOU ARE ENTERING INTO A LEGAL AGREEMENT AND BY ENTERING ANY EVENT YOU ARE SUBJECT TO ALL FINES AND PENALTIES, REGARDLESS IF YOU ARE A MID-EAST, EDGE OR TRACK MEMBER.

## **Event Contact Information**

### **Websites:**

[www.tylercountyspeedwayonline.com](http://www.tylercountyspeedwayonline.com)

[www.RODT.TV](http://www.RODT.TV)

[www.mideastmods.com](http://www.mideastmods.com)

### **Twitter**

@thebullringwv

### **Facebook**

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