

**B M MODIFIED**  
**Rules and Regulations**  
**2021**  
**For Information Contact:**  
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## **Forward**

This document contains the regulations, specifications and procedures of Anderson Motor Speedway in regards to the BM Modified Racing Division. The BM Modified division was started under the direction of Mr. Tom Brown (Brown Motorsports) and though Tom has retired from weekly participation at the track he remains involved and participants are welcome to contact him at (864) 386-6836. The information contained here is effective January 2020. Additions and deletions deemed necessary by the Mfg. will be in an updated document released by the Mfg. at the time.

## **Disclaimer**

The rules and regulations presented are to establish an orderly conduct of events and the minimum acceptable requirements for these events. These rules will govern the BM Modified Racing Events. By participating in this series, all participants agree to comply with the conditions set forth by these rules.

## **Important Notice**

The rules and/or regulations set forth herein do not express or imply warranty or safety from publication of, or compliance with these rules and/or regulations. The rules and/or regulations are intended to serve as guide for the conduct of the sport and are in no way a guarantee against injury or spectators, or others.

**JUST BECAUSE THE RULES DO NOT SPECIFY THAT YOU CANNOT DOES NOT MEAN THAT YOU CAN.**

Revised February 2021

## **Introduction and General Regulations**

### **100 – Statement of Purpose**

100.1-- Rules Familiarity: All participants, owners and or drivers, pit crew, and others entering the pit area of the racing complex are required to be familiar with these regulations. Any additions, deletions, or instructions governing an event are also a part of rules familiarity. Participation by any individual in any capacity of the Event is bound by the rules, regulations and or any official supplementary instructions or rules.

100.2 -- Responsibilities: The primary responsibility for the safe condition and operation of any car entered into an Event rests with the Owner and or Driver. The Track Operator has the responsibility of providing a racing facility that is prudently maintained to acceptable known standards. The issue of safety is a shares responsibility between Participants, Event Director, Mfg., and Track Operator.

100.3 – Intent: The intent of this document is to promote the uniformity of procedures and standards and to establish legal components for the Event participant. The rules and regulations are used to guide Event Officials. The Event Officials are authorized to decide if a change or design is an attempt to “Beat the Rules.” An Event Official and or Representative will have the right to take corrective action to non-compliance within the Event Rules and Regulations of Hazardous conditions. There is no claim to having a foolproof set of rules and regulations. There have been many attempts to test the rules by deviating from the purpose for which the basic sport is intended. These rules set forth will be the standard by which modifications are an attempt to “Break the Rules.” The Event Officials can and will disqualify an entry that is in violation of the rules and regulations. The Event Officials and or representatives shall also have the right to initiate action correcting conditions that are not in compliance. Within the rules, regulations and specifications that are listed, any item not appearing or not mentioned does not imply nor guarantee legality and may be determined to be illegal.

### **101 – Driver Requirements**

101.1 – A Minor’s Release: A minor’s release for driving participants under the age of 18 must be signed by the minor and minor’s parent and or legal guardian. A Birth Certificate or other certified legal documentation may be required for proof of age.

## 102 – Drivers Rules

**102.1 – Conduct:** All drivers should conduct themselves in an orderly manner. Physical abuse or physical violence toward any individual at the event site will subject the offender to immediate ejection from the event site and suspension.

102.2 -- Verbal Abuse: Verbal abuse toward any individual at the event site will subject the offender to immediate ejection from the event site and suspension.

102.3 -- Substance Abuse: All participants (owners, drivers, crews, and other) entering the Event site will be sober and not under the influence of any substance that might impair their ability to perform in a safe and orderly manner. If in the judgment of the Event officials, an individual is under the influence of alcohol, illegal or controlled substances during an Event, the individual(s) may be ejected from the site and or suspended.

102.4 -- Pit Crews: Drivers are responsible for members of their pit crews. Inappropriate actions by pit crew members may subject the driver to disqualification and/or suspension. The crew member will be subject to removal from the Event site and future suspension.

102.5 -- Restricted Areas: All participants in an Event will sign all Event related documents in order to participate. Failure to do so will result in disqualification and or suspension.

102.6 -- Drivers Meeting: The Drivers Meeting is Mandatory for all drivers and car owners! Roll call may be held. Special instructions, conditions, and regulations for the event may be established by officials at this time. Those not in attendance will forfeit their right to protest, face disqualification and/or suspension.

## 103 – General Racing Rules

103.1 – Sportsmanlike Driving: The intent of sportsmanlike driving is to race on the track without touching, endangering equipment, or your fellow competitor. The reality of racing is that inadvertent contact will happen. However, if in the judgment of the officials, a participant is rubbing, crowding, blocking, chopping, or pushing other participants other than inadvertently, that participant will be subject to immediate disqualification and or suspension. At any time unsportsmanlike conduct is noticed whether on or off the track, the Offender will be subject to disqualification and or suspension.

- 103.2 -- Flag Rules: **Items 103.2-103.7 will be discussed in the drivers' meetings.**
- 103.3 – Lapped Cars:
- 103.4 – Starting Procedures:
- 103.5 – Red Flag Restart:

- 103.6 – Red Flag Adjustments or Work on Cars:
- 103.7 – Yellow Flag Restarts:

#### **104 - Race Officials**

- 104.1 – Director: Will be the Official in complete charge of the events.
- 104.2 -- Flagman: Will be the Official in charge of flag signals to drivers.
- 104.3 – Tech Inspector: Will be the Official in charge of pre and or post race inspections, in areas of rules, regulation and safety compliance. The Technical Inspector and his Assistants will officially verify compliance or noncompliance and validate all results.
- 104.4 – Scorer: Will be the Official in charge of timing, scoring and posting Official results.
- 104.5 – Support Personnel: Other Officials may be appointed by the Event Director to supervise and assist in the operation of an Event. All Officials must report all rule violations to the appointed Event Director.

#### **105 – Protest Procedure**

Anderson Motor Speedway has the ability to confiscate any part that fails to be in compliance with the rules. If a competitor refuses to have their race part confiscated, he/she is subject to disqualification. The speedway will retain 25% of the protest fee with the remaining 75% going to either the protester if protested car is found ILLEGAL **OR** going to the protested car if their car is found LEGAL.

- 105.1 – Top of Engine: \$ 300.00
- 105.2 – Top and Bottom: \$ 700.00
- 105.3 – Bottom of Engine: \$ 400.00
- 105.4 – Camshaft: \$ 150.00
- 105.5 – Check Fuel: \$ 60.00
- 105.6 – Check Flywheel, Transmission and Drive Shaft: \$ 200.00
- 105.7 – Any Other Item: \$ 200.00
- 105.8 – The first time of a refusal to tear down for track inspection or protest will result in the car and or driver starting in the rear of its next Main Event and disqualification.
- 105.9 – The second time of a refusal to tear down for a Tech Inspection or protest will result in a one-race suspension for the car and driver and disqualification.
- 105.10 – The third time of a refusal to tear down for a Tech Inspection or protest will result in a suspension until the car is pulled down for inspection and disqualification.
- 105.11 - Only Car Owner may file a protest!

- 105.12 – If at any time a car owner refuses a protest tear down, then he/she will lose all rights to protest himself, until his/her car is pulled down for inspection.

**106 – Appeal Procedures: 107-110 will be Forth coming.**

**107 – Suspension and Termination**

**108 – Miscellaneous**

109 -- **Safety Equipment:** It is **HIGHLY RECOMMENDED** that a participant uses the following:

109.1 – Head Gear: Full-Face helmets designed for competitive motorsports use with Minimum Snell Foundation 1995 specifications is mandatory. Helmet must be in good condition and is subject to Technical Inspection. Helmet must be secure with a strap. Failure to comply may result in disqualification.

109.2 – Eye Protection: Eye protection is mandatory.

109.3 – Neck Brace: Optional.

109.4 – Driver Apparel: A Proban or two layers Nomex made for racing driving suit with Nomex underwear is Highly Recommended.

109.5 – Fire Extinguishers: A Halon System with coverage to the driver, engine, and fuel compartments is Highly Recommended.

109.6 – Window net and or arm restraints: Will be Highly Recommended.

109.7 – Seat: Appropriately designed for competitive motorsports racing seat is required.

109.8 – Pre-Tech Inspection: All equipment (car, safety) is subject to reinspection at any time.

**II -- Division Regulations**

**200 – Chassis:** It is required that an original BM Modified Chassis be purchased from Brown Motorsports with the appropriate identification number. ***Any modifications to BM Modified Chassis made after purchase is strictly prohibited.*** Any desired changes to the BM Modified Chassis must be in writing, signed and submitted in a sealed envelope to Mfg.

200.1 – Chassis Repairs: Repairs may be made by anyone the owner chooses. However, all repairs must be made back to Mfg. specs. All repairs must be made with mild steel. The mainframe rails must be 1-1/2 x 3" square .120 wall thickness. The sub frame (all areas above the main frame rails) must be 1- 1/2 x 1-1/2" square tubing .083 wall thickness. The roll cage must be 1-1/2" round tubing .095 wall thickness. The windshield must be made of Le3xan.

200.2 – Body Work: Body repairs may be made by anyone the owner chooses. However, all body work must be made back to the Mfg. specifications. A specification sheet may be obtained from the Mfg.

200.3 – Bumpers and Nerf Bars: Front Bumper and Nerf Bars must be made at maximum of 1-1/4" .095 round tubing. The Rear Bumper must be made at a maximum of 1-3/4" .095 round tubing. Both must be made to Mfg. specifications.

## **201 – Engine**

201.1 – The Stock OEM Ford 2300 4 Cylinder is the only accepted engine. The block can be bored to 60 over. (060).

201.1.1 – THERE ARE NO CLAIM RULES IN EFFECT.

201.2 – No Turbo, Rotary, Cosworth, Multiple Carburetor, or Injection Engines Allowed.

201.3 – Cylinder Head: Stock OEM head with a minimum thickness of 3.7 inches. No roller cams allowed. Only 1 cam is permitted. (No double cams.) Valves must be stock with maximum lift at the valve .454 with zero lash. The valves must be stock diameter for the head being used. No more than two (2 only) valves per cylinder will be allowed. There will be no bowl cuts, hand grinding or blending allowed. Three – (3) angle valve job allowed (3 cuts) with the inside cut a maximum of 70 degrees. Hydraulic cam and lifters only (No Roller Cams.) No doubt valve springs.

201.4 – 1 (one) spark plug per cylinder.

201.5 – Rods: Rods must be 5.2" in length and stock appearing. Stock Ford, Crower, or Manley Rod permitted. Balancing permitted. (NO POLISHING ALLOWED.) No aluminum, titanium, "H-beam", lightweight, or billet rods will be allowed.

201.5.1 – Rod Bolts: The use of aftermarket rod bolts will be permitted.

201.6 – Piston: Only flat Top pistons with 0(zero) deck height will be allowed.

201.7 – Crank: A Stock crankshaft only. No lightweight crankshafts allowed. The crankshaft may be balanced without being lightened.

201.8 -- Header: Only Schoenfeld #F234V, # F235V, F238V, or F239V will be allowed. Schoenfeld Tri Y type # F32VY and F33VY are NOT allowed.

## **202 – Carburetor**

202.1 – Any stock two barrel or only the Holly 500 #0-4412, 0-4412S or Holley 350 #0-7448.

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## 203 – Ignition

203.1 – Distributor: Any stock OEM Ford distributor. Any stock Ford ignition box allowed. No magnetos allowed.

203.2 – Coil: Any stock OEM Ford coil.

## 204 – Intake

204.1 – Stock only. No after market intakes allowed. There will be no polishing in the intake allowed. No fuel injector intakes allowed. Grinding for deburring purposes only.

## 205 – Wheels and Tires

- 205.1 – Wheels will be steel with an 8” maximum width by 13 and all wheels must have a 4-inch offset.
- 205.2 – The tires will be the Hoosier Sport 8 X 13.

## 206 – Axles and Hubs

206.1 – Stock production

## 207 - Steering

207.1 – Stock rack and pinion: Stock Ford.

## 208 – Brakes

- 208.1 – Only stock disc brakes will be allowed in the front.
- 208.2 – Stock drum in the rear.
- 208.3 – Brakes must be operational on all four wheels.

## 209 – Driveline Components

209.1 – Drive Shaft: The drive shaft must be steel and painted white with a minimum diameter of 2.75.

## 210 – Body Work

210.1 – Specifications and measurements from Mfg.

## 211 – Bumpers and Nerf Bars

211.1 -- Specifications and measurements may be picked up from the Mfg.

## 212 – Rear End

- 212.1 – Stock Mustang
- 212.2 – The rear end must be locked. (Welded or Magnetic steel spool.)
- 212.3 – The adapter plate for the Panhard Bar must be mounted to the rear end so that it is located on the back side of the rear end OEM shock bracket and parallel to the axle tube. The rear of the adapter plate must be toward the center section and pointing upward. The shock mount hole is to be ½” in diameter and located 1 – 1.25 inches below the existing factory brake line hole. Upper control arm bracket must be obtained from Brown Motorsports.

## 213 – Shocks

213.1 – Only the following shocks are permitted Steel Body,

Non-rebuildable:

- CARRERA # 3174
- QA1 # 5574
- DOETSCH # DT74
- DOETSCH # DT7403
- AFCO # 1074
- PRO # WB74

214 – **Springs:** No rule on springs.

## 215 – Front Suspension

- 215.1 – Upper Control Arm AFCO # 20002S or 20003S Max length 9 ¾” center to center. Plus or minus ¼.”
- 215.2 – Left hander 9 ½” # 001-595
  - 215.2 A) Lower Control Arm (AFCO #20013R-1 or #20014R-1) length 14 ¼” end to end, plus or minus ¼”. Control arm cannot be modified only repaired back to manufacture specifications. Lower Radius Rod 18 ¼” + ¼”
- 215.3 – Pro Tek 9 ¾” # UP30975
- 215.4 – Lower Control Arm AFCO Kit # 20038LF 5/8” - Press-in. 1 Max. length 14 ¼ “ end to end. Plus or minus ¼.”
- 215.5 – Rod Ends: Only standard length rod ends shall be used. ½” rod ends maximum shank length 1-1/2”. 5/8” rod end maximum shank length 1- 5/8”. All rod ends will be installed as per Mfg. specifications. 1.5 times the diameter of the shank, i.e. ½” rod ends = ¾” of tread.

## 216 – Rear Suspension

- Lower Radius Rod length 19" + ¼"
- Panhard Bar length 26 ½" + ¼"
- Upper Radius Rod length 15 ¼" + ¼"

## III – General Tech Inspection and Procedures

### 300 – Purpose

300.1 – General: Technical specifications and procedures are intended to provide the orderly conduct of the Brown Motorsports BM Modified events with regard to reasonable safety and competitive equality.

300.2 – It is virtually impossible to establish procedures that can provide for every condition encountered in the sport of racing. In the case of rule interpretations, the primary consideration will be the intent and spirit of the written rule for the entry level racing of a BM Modified Racing Event. Establishing the spirit and intent of the written rule in the field is the responsibility of the Event Official or their designee.

300.3 – Attitude: The attitudes of those individuals with the responsibility of handling the technical inspection should be to make the competitor aware of deficiencies that may pose a safety threat or rules infraction. Maintaining and establishing equality for all Event competitors is also a part of the attitude.

300.4 – Pre-Race Inspection: The purpose of pre-race inspections is to establish that all competitors have met safety requirements before entering the track. It is the responsibility of the Event competitor to present the car to the inspector, as it will be raced. If changes are made by the entrant after pre-race inspections and not brought to the attention of the inspector before the race the inspection can and will be invalidated. The entrant can and will be subject to disqualification.

300.5 – Post-Race Inspection: It is the responsibility of the Event competitor to proceed directly to the post-race inspection area including the scales or impound area following Qualifying or Heat races, and Main Events. Once the entry or its components have entered the impound area for inspection they cannot be removed without the permission of the official in charge. The number of finishers to be inspected and the extent of the inspection will be at the discretion of the Event official or His designee. It is required that once an entrant has entered the impound area the entrant (or appointed individual) remain with the entry until released by the official in charge. Failure to do so can and will result in disqualification.

## 301 – Procedures

301.1 – Personal Safety Gear: The driver's personal safety gear and equipment should be ready for pre-race inspection.

301.2 – Workmanship: Suitability for competition, craftsmanship and appearance of a car will be considered for approval as an entrant in an Event. The decision of the Official in charge will be final.

301.3 – Entrant Responsibility: It is the responsibility of the Event competitor to insure that the technical safety requirements are met. This includes but is not limited to safety wiring or other safety items listed in the technical manual.

301.4 – Any Event competitor disqualified for illegal fuel and or oil will be subject to disciplinary action. This also includes the use of any potentially hazardous or prohibited substance anywhere on the car.

301.5 -- Post Race Tech: It is recommended that post race inspection consist of weight check, fuel and engine check or any item chosen at the discretion of the Event Director.

301.6 -- Refusal to tech: Refusing to submit to technical inspection or giving up parts under the claim rule is considered as an admission of noncompliance to the rules and regulations of the Event. This non-compliance will result in disqualification for that Event and or suspension.

301.6.1 – Refusal to have any claimed part marked for identification purposes will result in disqualification and suspension for a period determined by the Event Director.

301.7 – Tech Tools: The Tech Inspector may use any Event approved tool necessary to carry out the tech procedures. (No-Go Gauges, Plugs, or Others.)

301.8 – Tech Area: At the discretion of the Official in charge, competitors and or their owners will be allowed in the tech area.

301-9 – Parts Identification: It is required that all parts submitted for inspection be tagged with the entrant's name and car number so that it will be returned to the rightful owner.

301.10 – Inspection Markings: The methods of engine, tire and or car marking is left up to the discretion of the Event Director and carried out by the Officials in charge. Any method taken by a competitor to duplicate, counterfeit, or other wise avoid the selected marking procedure is caused for immediate disqualification and possible suspension.

301.11 – Tire Requirements: Spec. Tires for use in the Events will be determined by the Event Director to be safe and economical. Any means taken to alter or remove code identification numbers is illegal and can result in disqualification. Any tire hardness reading of less than 48 points at any time will result in disqualification. The official durometer furnished by the Race Director will be the final deciding measurements.

301.12 – Weight: The minimum weight (**1850 pounds total**, 55% left side) is defined as the total weight of driver and car in as-raced condition observed on the official weighing device.

301.13 – Non Structural Weights: Must be lead only. Weight in less than 3- pound increments is prohibited. Any weight added to meet minimum requirements must be securely bolted to the car. Bolts must be a minimum of 3/8" diameter. To secure weights over 5 pounds it is required that two (2) or more 3/8" bolts be used. All bolts must be secured by cotter key, nylock nuts, steel lock nuts or double nutted. Weight located in areas other than within the frame rails (nerf bars, bumpers, other) is prohibited. Violations will result in corrective or disciplinary actions.

**302 – Engine**: The Stock OEM Ford 2300 4 cylinder is the only accepted engine. The block can be bored to 60 over. (060).

**303 – Cylinder Head**: Stock OEM head with a minimum thickness of 3.7 inches. No roller cams allowed. Only 1 cam is permitted. (No double cams). Valves must be stock with the maxim lift at the valve .454 with zero (0) lash. The valves must be stock diameter for the head being used. No more than two (2 only) valves per cylinder will be allowed. There will be no bowl cuts, hand grinding or blending allowed. Three (3) angle valve job allowed (3 cuts) with the inside cut a maximum of 70 degrees. Hydraulic cam and lifters only (No Roller Cams.) No double valve springs.

#### **304 – Intake**

304.1 – Stock only. No market intakes allowed. There will be no polishing in the intake allowed. No fuel injector intakes allowed. Grinding for deburring only.

#### **305 – Fuel Checks**

305.1 – When at Anderson we will purchase the track fuel and follow their rules and regulations. When at other tracks fuel use will be at the discretion of the Event Director. At no time will any type of fuel additive be allowed.

#### **306 – Carburetor**

306.1 – Any stock Ford two barrel or (Holly 500 #0-4412S or 350 #0-7448 only.)

### **307 – Ignition**

307.1 – Distributor: Any stock Ford distributor or ignition box allowed. No magnetos allowed.

### **308 – Ride Heights**

308.1 – No minimum allowed ride height.

### **309 – Weight Restrictions**

- 309.1 – Minimum Weight is 1800 pounds with driver.
- 309.2 – There will be a 55% maximum left side weight.
- 309.3 – At post-race inspection the entrant may choose to add fuel or deduct one (1) pound per lap to meet weight requirements.

### **310 – Clutches and Fly Wheels**

- 310.1 – Shock Fly wheel and clutch only.
- 310.2 – The Flywheel only may be lightened and balanced to sixteen (16) pounds. Center mast type fly wheel is not allowed. See Tech Inspector for clarification.

### **311 – Protest Rule**

311.3 – The protest rule is open to all competitors, however, an entrant cannot protest and make a claim in the same event. Once protested and found legal the protested entry cannot be claimed in the same event. If protested or claimed after the heat race the protested or claimed entry will be marked and identified by the Tech Inspector. The inspection will take place after the main event.

311.4 – The Event Director may penalize and or overrule the author of a protest deemed to be malicious, spiteful, or who otherwise acts in bad faith.

### **Final Drive Ratio**

For Anderson Motor Speedway the Final Drive Ratio at the rear wheels shall not exceed 6.25 i.e. 1.97 second gear x 3.08 rear gear. (1.97 x 3.08 = 6.06)

## BM MODIFIED PARTS LIST AND NUMBERS

Timing Belt	# 95014 Advance Auto Parts
Brake M/Cylinder Albany	# 20-4005
Brake Shoe (Rear)	74-78 # 090
Accelerator / Cable	79-83 Six Cylinders # CA8448
Clutch Cable	78-80 # 14805 or CA304
Plugs Autolite	# 764
Fuel Pump	# 60328 1984 2.3 Ranger
Oil Filter	# PH43 FRAM
Ball Joint Upper	# FA480 or K6024
Ball Joint Lower	# 921 or K6141 or K5103
Water Hose Upper	Dayco 71636
Water Hose Lower	# S555
Water Pump Belt	27 ½" # 15275 Advance Auto Parts
Clutch Kit	NU 1177D
Transmission Input Seal	Timken 2503 NAPA 101093
GM Module	OR-100
Shock	Doetsch Tech # 740R
Front Brake Pads	Pinto 75-79
Brake Calipers	Pinto 75-79
Front Brake Lines	Pinto 75-79
Header Gasket	Felpro – MS 92424 Advance Auto Parts
Intake Gasket	Felpro – MS 90266-1 Advance Auto Parts
Distributor	302491MA Advance Auto Parts
Cap & Rotor	KCR-240X Advance Auto Parts
Pilot Bearing	14657 Advance Auto Parts
Ford Module	1986 Mustang

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Ford Module Pigtail Plug Plug	Advance Auto # PT752 or NAPA # TPC41 Coil Pigtail Advance Auto # PT753
Clutch Kit (76 Pinto)	NU11772 or # K0315-01
Pro Shock	# WB74
Rack and Pinion	# 22-203A
Large Lower Ball Joint	# K6141
Radiator	9R-06360-02 15

**BM Modified (2020) Purse Info (Less than 12 cars)...**1st - \$250; 2nd - \$150; 3rd - \$95; 4th - \$85; 5th - \$75; 6th - \$60; 7th - \$50; 8th - \$50; 9th - \$50; 10th - \$50; 11th – Tow fee: \$30 / MORE THAN 12 CARS...***\$100 Winner Bonus!***

**Note:** Drivers **MUST** purchase a annual **NASCAR** License in order to compete at Anderson Motor Speedway. This is separate from the Infield Pit Pass/Admission.