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Modified
Tour, Inc.
Racing Series
2026

Rules and Procedures for BRP Modified Tour 2026

- BRP Modified Tour Officials/Board Members have final say on these and any other BRP Modified Tour rules or decisions.**
- All drivers must declare their engine size at all events to draw a pill. (See rule #24.7 for specific weights). NO EXCEPTIONS AND NO REFUNDS. All drivers must complete the entire membership package to be allowed to compete in any BRP Modified Tour event and be paid.
- The registration fee will be \$25 per driver, per night or \$200 for all point races, to be paid at the first race of the season or in two installments over the first two events. This will be required for each driver to pull a pill. Perfect attendance will be based on a full schedule and will be at least \$500 for every driver that competes at all point races during the season, subject to any adjustments necessary.
- 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 to these rules. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the BRP Modified Tour officials, and their decisions are final.
- Points go to the driver only, no exceptions. Point values are as follows: Heats: 6, 5, 4, 3, 2, 1, 1, 1, 1. Feature points: 50, 48, 46, 44, 42, 40, 38, 36, 34, 32, 30, 28, 26, 24, 22, 20, 18, 16, 14, 12, 10, 8, 6, 4. B-Main points will be 2, if you do not qualify for the A-Main. 24 cars will start the feature. Every driver attending an event with their car will receive an additional 20 show-up points. At the end of the season an additional 100 points will be added to those in perfect attendance. A penalty of 10% will be deducted off for each race you do not attend along with 10% off if you do not attend the banquet, if held. Example: (You miss 2 races during the series and attend the banquet we will deduct 20% from your money. If you miss 2 races and do not attend the banquet, then we will deduct 30% of your point money). If for some reason there is a driver change any time during the season, a new registration card must be filled out, and the points will go to the new driver.
- Modified Tour, Inc. will do the payoffs for all events. A reasonable amount of time after the check has been deposited in the bank will be needed to give the track check to clear the account before the checks to the drivers can be written and either mailed or distributed at the next event. Please be aware that the BRP Modified Tour cannot be responsible in the event that a promoter fails to make purse payments; or pays with a check which is later found to be non-negotiable. **The BRP Modified Tour reserves the right to pass all bank charges on to the check payee if you lose, wash or misplace your check.**
- Rainouts: 20 show-up points for a rainout will be given only after the first heat race of the night has taken the green flag. (Example: If we are at a track where the Sprints Cars are the first heat of the night, their first heat race must have taken the green for us to give 20 points for a rainout). If all Modified heat races are

completed and then the show is rained out, heat race points along with the 20 show-up points will be given for that night. If all Modified heat races are not completed and it rains, no one will receive points for the heats, and you will only receive the 20 show up points for the event.

8. Order of Events and Lineups: The order of events and lineups at each individual track will be posted at the BRP Modified Tour trailer. It is the responsibility of each individual race team to stay abreast of changes to those lineups in the event of changing weather conditions, cars dropping out, etc.
9. Pill Draw will be used to determine heat race lineups
10. The Modified Tour, Inc. provisional will be chosen from the perfect attendance list except for the first night which will be taken from the final BRP Modified Tour points from the previous year. To be eligible for a provisional you must first have perfect attendance and must attempt to qualify through the B-Main by taking the green flag, if there is a B-Main. If a driver tells a BRP Modified Tour representative that he is going to use his provisional and then for some reason does not use it, said driver will be charged for using the provisional for the season.
11. Any driver that has perfect attendance will be eligible for the drawing of the 2027X Bicknell chassis which will be held with a reverse draw at the end of the season. The chassis will be awarded to the car owner of record.
12. Modified Tour Official Decals – **The BRP Modified Tour decals will need to be placed on both sides of the car in the back window area but no lower than the window.** The first set of decals will be provided by the Modified Tour. After that the decals will be \$5.00 each. **If you are caught without the decals in the proper placement, you will be fined and scored last.** Fines will be: 1st Offense - \$250; 2nd Offense - \$500 and all other recurring offenses - \$500. Fines must be paid before allowed to race again with the Modified Tour, Inc. Modified Tour, Inc. also has the right to withhold a driver's payoff in the event said driver has a debt to the series.
13. Drivers Meeting: All drivers must attend the BRP Modified Tour Driver's Meeting. Crew members do not count as the driver. There will be random attendance checks.
14. **All restarts during the heats, B-Main and features will be double file, except for a yellow flag that is thrown in the last 5 laps of the feature only, which will then find a single file restart.** The pole sitter of the feature only, will get their choice of inside or outside the front row on restarts only.
15. **ABSOLUTELY NO FUEL STOPS!! No Tolerances: The BRP Modified Tour does not allow for any tolerances for fuel burn-off or for any other reason.**
16. In the event of unforeseen circumstances, the specified feature laps of any race may change from the original posted at the beginning of the night, determined by BRP Modified Tour officials only. (Example: Expo Speedway may be changed from 35 to 30 or 25 due to the size of the track and no additional lighting).
17. If you are forced to move to another car during a race event, you must notify a BRP Modified Tour Official at the trailer. If you have already qualified for a position in the feature, you will bring any other car out and start at the tail of the feature. If you are not qualified for the feature, you must qualify the new car through the B-Main, starting at the rear.

18. All qualified feature cars need to enter the speedway surface to consider the field set for the feature. A car can be pushed onto the track but must fire or the alternate will be sent out. If only 23 cars are ready for the feature event, the alternate will then be added to complete the 24-car starting field. Notify a BRP Modified Tour Official at the trailer. Once said driver scratches from the feature, you cannot re-enter the race. The alternate will then be added to the starting field. If 24 cars enter the speedway surface and one car breaks before the drop of the green, the field is considered set, and no alternate will be added.
19. If you are involved in a caution, you go to the tail of the lead lap cars. If a car exits the track under caution in the feature only and can return to the racing surface before the green flag is brought out, said car will return to the tail of the lead lap cars. All lapped cars will go to the tail of the field.
20. In the feature only, if you bring out the caution for whatever reason, there will be no more time allotted to do repairs/change a tire, etc. If the track gate operator allows you back out before we go green, you may rejoin the field. No cars will be allowed to rejoin the field during heat races or B-Mains.
21. Official RaceCeiver style communication only, will be used for the racing competition. No other radios or listening devices allowed. All drivers are required to have a one-way radio. The one-way radio must be working and active prior to any on-track activity. Two-way radios, crew member to driver and/or any other means of electronic communication, other than one-way radios, will not be permitted.
22. Red Transponders will be required at all tracks that have a loop and a working system. Hand scoring will be used at tracks that are not set up for the transponder system. In cases where the finish of the race is too close to all (in real time), the track officials may use photo(s), video or electronic scoring, if available, to aid in determining the winner. Only one (1) transponder per car is allowed. Transponders must be mounted on inner right side sheet metal surrounding the fuel cell, no less than 24" behind the rear axle centerline at a height of 12" to 18" from the ground. Transponders must be mounted vertically with no obstructions between the transponder and the ground.
23. Tire Rules: D200/D300/D400/D500 Hoosier Tires Only! Tire Compounds must be visible for inspection at the lineup area by BRP Modified Tour officials. If you have them covered with tape, black grease or ground off and they are not visible for inspection by an official you will be disqualified.

24. WEIGH-IN PROCEDURES

- 24.0 Weight Decals: All cars registered at 2500# will not require weight stickers. Only 2450#/2350# cars will be required to have weight decals on both sides of the car on the door posts. All cars without weight decals will be deemed at 2500# and if you do not weigh 2500# at the scales, you will be disqualified for the night which will result in a loss of points and money. Additional decals will be \$2.00 each.
- 24.1 All Qualified Cars will weigh after heat races and B-Main. (Example: If 5 cars from each heat race qualify for the feature, then the top 5 cars must go across the scales after the heat races/B-Mains) The top 5 cars after feature events with the possibility of a random draw in the feature, if scales are available. Any car that goes to its' pit area before going to the scales will be disqualified from that race without right of protest or appeal. (See rule 24.2 for punishment)
- 24.2 The weigh-in procedure is as follows: The car must approach the scales at a safe speed, ease onto the scales, come to a complete stop, and let the engine idle. If the car is not positioned properly, it

will ease off the scales and repeat the procedure. The driver shall refrain from excessive motion while the car is on the scales and shall not rock or bounce the car. The driver will not rev the motor. When instructed, the car will ease off the scales. Failure to comply with any portion of this procedure shall be deemed to be unsportsmanlike conduct and the driver may be subject to discipline which may include disqualification without right of protest or appeal.

- 24.3 If a car is determined to be too light after the race is over, the car shall be reweighed. The BRP Modified Tour Officials, in their sole discretion, shall determine the best course of action for reweighing. The location of the scales and proximity of the line of cars are two factors in that determination. **The BRP Modified Tour Officials may simply back the car up to the scales and reweigh.** The car shall repeat the weigh-in procedures. **If the car is determined to be too light again, it will be disqualified from the race and relegated to last place in the official order of finish, without right of protest or appeal.** If the car makes the minimum weight the second time it is weighed, it will be deemed to be legal. **No car will be weighed more than 2 (2) times.** If the driver is found to be light and goes to the driver's pit area or onto the track, it will be presumed that the car is too light and it will be disqualified from that race and relegated to last place in the official order of finish, receive last place money and points, **all without right of protest or appeal,** and the driver may be subject to discipline.
- 24.4 Driver's responsibility: It is the driver's responsibility to be sure that the car always meets the minimum weight requirements. The driver may request that the car be weighed at any time before or during the program so long as the request does not interfere with the orderly presentation of the program.
- 24.5 Earlier Weight Checks: Cars may be weighed several times over the course of the racing program. Just because the car made minimum weight earlier in the program will not be controlling any other time the car is weighed.
- 24.6 No Tolerances: The BRP Modified Tour does not allow for any tolerances for fuel burn-off or any other reason.
- 24.7 **Scales are Official:** All scales used by the BRP Modified Tour are the official scales for that racing event only. The scales might not be calibrated or certified to be considered official.
- ❖ **Every driver must declare their motor size prior to pulling a pill for the night, and they can be checked at the BRP Modified Tour's discretion.**
 - ❖ These weight classes will be monitored during the season and if any changes need to be made to level the playing field such changes will be considered by the Modified Tour, Inc. board members.
 - ❖ All big blocks regardless of size will be required to weigh 2500#.
 - ❖ Any small block configuration will be required to weigh 2450#.
 - ❖ A DirtCar Sportsman/Rush Sportsman Crate Modified will allowed to run with the Tour if they run our brand and compound of Hoosier Tires and will be required to weigh 2350#. (See rule #23) Engines must be sealed.
 - ❖ Carburetors Only!!! No Fuel Injection. No Traction Control.
 - ❖ Absolutely NO Aluminum blocks except for the GM CT-525 that must weigh 2350# and the W-16 that must weigh 2350# and both engines must be sealed. The Wegner Weekend Warrior steel block only will weigh 2450# and must be sealed.
 - ❖ In the event of a protest of a sealed motor, you must indicate to the Modified Tour, Inc. whose seals they are.

- 24.8 All weights and/or ballast must be positively fastened and mounted within the vertical planes formed by the frame rails and must remain stationary during competition. All weight(s) must have a minimum of two (2) ½"-inch diameter grade 5 bolts and/or studs passing completely through the weight. Bolts and/or studs must be anchored with a minimum of two (2) weight clamps to the frame. Bolts and/or studs welded to the frame will not be permitted.
- 24.9 All weights must be painted white and clearly labeled with the car number on it. Lead or tungsten may be used for ballast, pellets or liquid type weight ballast will NOT be permitted.
- 24.10 Ballast and/or weight may not be mounted to the roll cage above the rear deck. All added weight(s) must be securely attached to the frame below the body decking. Any part that moves or is a fixed component to the steel frame structure may not be used for weight attachment. Any weight(s) attached to the rear bumper and/or outside the frame in any way will NOT be permitted.
- 24.11 All Decisions Final: The decisions of the BRP Modified Tour Officials concerning compliance with the weight requirements and procedures shall be final and will not be subject to protest or litigation.

25. BODY RULES

Body Specifications:

A. BODY STYLE AND DIMENSIONS

ALL MEASUREMENTS WILL BE TAKEN WITH DRIVER AND/ OR WITH OR WITH OUT FUEL. TOLERANCE PERMITTED ON ALL BODY DIMENSIONS IS MAXIMUM OF +/- (PLUS OR MINUS) ½"-INCH (ONE-HALF INCH). THIS IS A TOLERANCE, NOT A DIMENSION THAT IS INTENDED TO BE ADDED TO THE BODY DIMENSIONS.

25.1 General Body

- A. Mirrors and/or reflective devices will not be permitted.
- B. The maximum rear spoiler height, regardless of ride height, may not exceed 50"-inches. The rear spoiler must be able to provide the driver following a view of the track ahead.
- C. A full magnetic steel windscreen and/or rock guard is required. The windscreen and/or rock guard must have an individual hoop opening of 2" x 1" with a minimum of 1/16" thickness. Chicken wire type and/or aluminum screens will not be permitted. The windscreen and/or rock guard must cover the entire windshield area across the front of the roll cage and from the top of the roll cage down to the base of the cowl and/or hood. In addition, clear Lexan-type and/or safety glass windshields will be permitted. If the Lexan and/or safety glass is utilized it must be shatterproof and mounted behind the windscreen and/or rock guard. Any additional windshield must not obstruct the driver's exit of the vehicle. Recommended is 3 upright, quarter inch bars behind the screen for added strength.
- D. Offset bodies will not be permitted, all body panels must symmetrical.

25.2 Body Material

- A. Magnetic steel and/or aluminum will be permitted for all inner and outer body panels.
- B. Vertical material (plastic and/or rubber-type), with a material thickness between .090"-to-.125"-inch and a minimum height of 8"-inches from the bottom of the quarter panel will be permitted, provided both doors and/or quarter panels maintain the same length and height with or without the plastic (symmetrical). An overlap of two (2") inches to secure the door(s) extensions will be permitted. The door(s) must maintain a minimum of six (6") inches of ground

clearance including the additional material extending below the metal body. The overall dimensions of the door(s) and extensions must meet the specifications.

- C. One piece fiberglass roof will be permitted.
- D. Only fiberglass and/or aluminum hood, hood scoop, windshield cowl, rear interior tire clearance cover will be permitted
- E. Clear Lexan will be permitted for the rear spoiler and rear wing windows. Decals and/or lettering will not be permitted on the rear spoiler and/or rear wing windows.

25.3 Body Material (Composite)

Optional composite material will be permitted for the following body panels ONLY: Right side door and rear quarter panel, left side rear quarter panel.

- A. All measurements of each panel will be the same as listed in this rulebook.
- B. Minimum thickness permitted will be .065.
- C. Any flexible body panels (under .100) must have stiffening braces added to prevent excessive flex at speed. Stiffening bracing is required in the following areas
 - 1. Front edge of door
 - 2. Rear edge of quarter panel
 - 3. Additional bracing for the use of keeping panels flat/straight is allowed and encouraged
 - 4. Material must be fire retardant

25.4 Roof

- A. A one-piece fiberglass roof, single ply, one contour inside and out will be permitted. Carbon fiber and/or any other composite type materials will not be permitted. All roll bars must remain exposed. Vertical material of any type used to mount the roof that may cover the roll bar will not be permitted.
- B. The roof must be centered from side-to-side on the roll cage and on the frame. Offset bodies will not be permitted. The leading edge of the roof must be positively fastened in a stationary position a minimum of 33"-inches and a maximum of 48"-inches in front of the rear axle centerline. The roof must be securely and positively fastened on all sides.
- C. The minimum length of the roof is 47"-inches with a maximum of 60"-inches. The minimum width of the roof is 48"-inches with a maximum of 52"-inches. The roof cannot be "dished" front to back or side to side. The maximum front lip must be 1/2"-inch. The maximum side edge(s) must be 1-1/8"-inch break. Refer to drawing on page 86 and 88.
- D. Changes to the shape and/or location of the roof at any time during competition will not be permitted.
- E. The maximum overall height of the car is 62"-inches with a minimum of 53"-inches measured from the ground.
- F. The maximum roof angle is 10 degrees, no tolerance.

25.5 Front Door Posts

- A. Only a one (1) piece magnetic steel and/or aluminum front door posts and/or 'A'-pillars a minimum of .050"-inches with a maximum of .090"-inches will be permitted. The front door posts must be securely mounted to the roof and to the door(s). The side of the front door post must measure a minimum and maximum of 2"-inches. The front door post may be bead rolled and/or have a lip and/or flange for re-enforcement, but the re-enforcement must not exceed a maximum 3/8"-inch in width.

- B. The door post may be fastened with a minimum of two (2) 3/16"-inch bolts to the door bracket for ease of fabrication. The Door post must not extend past the vertical plane of the door.
- C. Additional material, air directional devices, lexan vent windows and/or excessive material will not be permitted in the corner of the front door post, where the post meets the door panel.
- D. There will be no tolerance on the front door post measurements.

25.6 Rear Wing Windows / Side View / Rear View

- A. All rear wing panels and windows must resemble a current production OEM style body. Only manufacturers approved rear wing panels and windows will be permitted for competition. Any non-manufacturer rear wing panel must resemble and/or meet the criteria as the submitted rear wing panels and/or windows. Any rear wing panel that is submitted for competition must not exceed 815 square-inches in total area.
- B. The upper profile must not extend above a straight line projected from the rear of the roof to a point 3"-inches higher than the rear deck. A minimum 2"-inch indent in the profile, so as not to make the panel a fast back is mandatory.
- C. The maximum base length will be 61"-inches. The left and right must be of the same style and dimensions (symmetrical).
- D. All rear wing(s) must have an opera-type window. The window must be Lexan. Lexan and aluminum must have one continuous, curved bow. Bends or breaks in the Lexan area of the window will not be permitted. Lexan must also be the bulk of space.
- E. Decals and/or lettering will not be permitted on the rear windows.
- F. The rear view of the wing window must go in a straight line from the top of the quarter panel (tangent) or bodyline to the roof with a maximum gradual bow of 2"-inches in the center of the wing window.
- G. Flanges and/or additional material added to the rear window panel for the purpose of directing air flow will not be permitted.

25.7 Body Width and Ground Clearance

- A. The body width, when measured at any point along the body line from front-to-back will be a maximum of 68"-inches and a minimum of 64"-inches.
- B. A minimum chassis ground clearance of 2 1/2"-inches will be permitted.
- C. Fan and/or ground-effect cars will not be permitted.
- D. Rubber skirts, fins, air directional devices and/or spoilers of any type under the car will not be permitted. A 2" inch maximum air deflector in front of the radiator for engine cooling will be permitted.

25.8 Door Panels

- A. The side door panel(s) will be a maximum of 86" inches and a minimum of 60"-inches in front of the centerline of the rear axle when measured along the top plane. The door(s), front door extensions and rear quarter panels must be flat and mounted in a vertical position. They must remain flat. Flanges at a 90-degree angle may be added to the front of the doors. The flange may only be added for the purpose of strengthening the door material. The flange must not exceed 3/4"-inch in length or width and must be mounted in a vertical position. Door flanges must face inward toward the centerline of the chassis. Louvers, bead rolls holes and/or protrusions from top-to-bottom will not be permitted. Holes will be permitted for rub rails/nerf bars. A maximum 1"-inch long lip/flange at a 45-degree outward angle 1/2"-inch away from the sheet metal for reinforcement will be permitted at the top and bottom of the door(s) panels. All outside sheet metal, door panels, door extensions, air dams, front nose and/or hood fins must be the same shape, size and angle on both sides of the car. The door(s) must match each other

- from side-to-side (symmetrical). Air directional devices and/or side mounted spoilers of any type, which extend past the outside edge of the flat plane of the body will not be permitted.
- B. Bead rolls around the outside perimeter of the door panels and the wing windows will be allowed. Bead rolled edges must face toward the center of the chassis.
 - C. The top of the door when measured from the ground will be a maximum of 38" and a minimum of 30"-inches when measured 60"-inches from the rear axle centerline. The rear of the door when measured from the ground will be a maximum of 42"-inches to the top of the door when measured 16"-inches from the center of the rear axle centerline of the rear forward.
 - D. The ground clearance on the bottom of the doors must maintain a maximum of 12"-inches and a minimum of 6"-inches from the ground.
 - E. A maximum lip and/or flange of 1-1/2"-inches rounded at 90 degrees and facing inward only, on the top and bottom door(s) and rear quarter panel(s) will be permitted.
 - F. A lip and/or flange angled out at a maximum angle of 45 degrees, extending away from the door at a maximum of 1/2"-inch and a maximum of 1"-inch in length before it bends inward for strength at the top of the door(s) and/or rear quarter panel(s) will be permitted.

25.9 Rear Quarter Panels

- A. The rear quarter panels must be symmetrical in height, with or without plastic, and no holes.
- B. The rear quarter panels must be a maximum of 47"-inches and a minimum of 40"-inches from the ground at the rear and continue in a straight line with the top of the door.
- C. A maximum 2"-inch fender flare may be used, but the overall body width must maintain a maximum of 68"-inches.
- D. The rear quarter panels may extend rearward a maximum of 48"-inches when measured along the top plane of the rear quarter panel and a minimum of 44"-inches at the bottom when measured from the center of the rear axle to the rear of the car.
- E. A maximum of 16"-inches and a minimum of 8"-inches of ground clearance (when measured from the ground to the bottom of the rear quarter) will be permitted.
- F. The plastic/rubber material utilized on the rear of the car may extend a maximum of 16"-inches from the ground to a minimum of 8"-inches from the ground on either side of the car (symmetrical).
- G. The panels may have one side plastic on one (1) side only provided the panel remains completely symmetrical.
- H. Flanges at a 90-degree angle may be added to the Rear Quarter Panels. The flange may only be added for the purpose of strengthening the Rear Quarter Panel. The flange must not exceed 3/4"-inch in length or width and must be mounted in a vertical position. Rear Quarter Panel flanges must face inward toward the centerline of the chassis. Air directional devices and/or side mounted spoilers of any type, which extend past the outside edge of the flat plane of the body will not be permitted.

25.10 Rear Spoiler

- A. A one-piece, clear Lexan or aluminum (min. thickness .050) spoiler with a maximum height of 5"-inches from the rear deck will be permitted.
- B. 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 device will not be permitted.
- C. A brake and/or bend on the top of the Lexan or aluminum spoiler will be permitted for reinforcement. Maximum 1" lip.
- D. The maximum overall height of the spoiler when measured from the ground must not exceed 50"-inches.

- E. A maximum of four (4) symmetrical and perpendicular to the spoiler, vertical supports (a maximum of 2"-inches in vertical height and 10"-inches in length) for the purpose of fastening the spoiler to the rear deck will be permitted.

25.11 Rear Deck

- A. The maximum height of the rear deck when measured from the ground will be 47"-inches and a minimum of 40"-inches.
- B. The rear deck lid must be fully enclosed from side-to-side and have a maximum height of 10 ½ "-inches vertically behind the fuel tank.
- C. The left and right rear trunk lids must be symmetrical in size and shape and must remain flat to cover the fuel filler hose and apparatus. The panel must completely cover the fuel cell, the fuel filler hoses and the vent lines.
- D. Fuel tank must be completely enclosed from the bottom of this panel (rear deck) to the bottom of the fuel cell.
- E. Openings from the top of the fuel cell to the bottom of the trunk lid will not be permitted.
- F. (Optional) The fuel tank sides must be completely enclosed on each side from the front to the rear of the fuel cell and from the bottom of the cell to the rear deck. No holes and/or openings permitted in the side panels. The rear area of the fuel cell from the rear deck to the bottom of the cell must remain open.

25.12 Hood, Nose and Front Spoiler

- A. The maximum width for the hood, nose and front spoiler will be 36"-inches with a minimum width of 24"-inches. Louvers or openings with mesh behind will be permitted on one or both sides of the hood.
- B. Only rear facing louvers will be permitted on the top of the hood.
- C. The hood, nose and front spoiler must remain the same contour where they meet.
- D. The nosepiece must not extend rearward of the front shock towers.
- E. The front spoiler must be a separate piece.
- F. Shock absorber covers and/or deflectors must not be a part of the nose or the spoiler and/or positively fastened to the nose in any fashion exceeding the 36"-inch maximum width.
- G. Fabric material shock absorber covers will be permitted. The covers must not be used to achieve any aerodynamic advantage and/or to deflect air in a positive manner.
- H. The maximum the spoiler may extend in front of the front axle centerline will be 20"-inches.
- I. The front spoiler must be non-adjustable (hinges and/or sliders will not be permitted) and a minimum ground clearance of 4" (inches)
- J. The hood shall be considered from the front roll cage to on top and in-line with the front of the radiator.
- K. The hood and nose may have a maximum lip and/or flange of 2"-inches on both sides following the contour of the body. They must remain symmetrical.
- L. The hood and nose must be centered on the centerline of the frame.
- M. The hood, nose and/or spoiler must not overlap each other's location on the frame.
- N. Any part of the hood must not exceed 10 degrees, and the sheet metal must not have an opening and/or extrusion between the hood and the nose.

- O. The hood must extend over the radiator and have complete sides.
- P. The front spoiler may have a lip and/or flange a maximum 2"-inches on both sides following the contour of the spoiler not exceeding the maximum width of 36"-inches. The front spoiler may be offset 1"-inch from the centerline of the frame to the right or the left. One 2" high wicker bill may be added horizontally to spoiler in front of shock towers.

25.13 Hood Scoop

- A. The conventional air scoop (non-ram air) only will be permitted: A maximum of 25"-inches is permitted from the center of the carburetor forward to the end of the hood scoop. A maximum width of 22"-inches will be permitted. A minimum of 8"-inches will be required from the highest point on the hood scoop to the lowest point on the front of the front of the roll cage and/or the roof. The hood scoop must be positively fastened to the hood and completely enclose the carburetor and the air filter.
- B. No add on air deflectors above the top plain of the hood scoop.
- C. The only openings on the side of the hood scoop have to be behind the air cleaner, the air cleaner cannot be visible from either the front, above or side views.

25.14 Interior Sheet Metal

- A. All horizontal body support(s) other than the inner pods, whether in the front and/or rear must be a minimum of 1" x 1" .095"-inch thick tubing or 1"-inch flat stock a minimum of .125"-inch thick.
- B. Inside and/or outside wings, spoilers, air foils and/or wind deflectors will not be permitted.
- C. Double panels and/or sheet metal that is designed to create a wing effect will not be permitted.
- D. A maximum 1"-inch reinforced flange will be permitted on all lexan; however, all specified measurements must be retained.
- E. All interior sheet metal must completely cover all interior areas, door-to-door, quarter panel-to-quarter panel. Holes and/or openings will not be permitted in this area.
- F. Front and rear firewalls are required. The front firewall must isolate the cockpit from the engine compartment. The rear firewall must extend from the top of the fuel cell to the belly pan to isolate the cockpit from the fuel cell. The firewall must be a minimum of .050"-inch thick aluminum and/or magnetic steel. The firewall may be altered and/or cut for drive shaft clearance.
- G. Vertical fins, air dams and/or fairings on either side, behind the roll cage will not be permitted.
- H. All sheet metal must be a flat single plane across the interior of the car. Two (2) bead rolls or breaks for the purpose of strengthening will be permitted. The maximum bead roll and/or break permitted will be 1/8"-inch in height and 1/2- "-inch in width.
- I. Covered roll bars will not be permitted. Sheet metal that is one-piece and/or part of a body panel formed around tubing that is not considered an aerodynamic advantage will be permitted, provided there is no excess sheet metal.
- J. Louvers will be permitted for cooling purposes only, including the radiator, engine and/or working oil cooler. Louvers and/or holes in the interior or exterior sheet metal will not be permitted.
- K. The floor and/or belly-pan may not be any wider than the frame at any point. Lips, fins and/or air directional devices on the floor and/or belly pan will not be permitted. Louvers for the purpose of cooling will be permitted on the belly pan from the radiator to the firewall. The

- under pan must not extend in length past the rear of the seat and exceed the width of the frame rails of the car and must be a maximum of .090"-inches in material thickness.
- L. Only aluminum belly pans will be permitted. Panels under the rear and and/or the fuel tank will not be permitted.

25.15 Driver Compartment

A full metal firewall fabricated from magnetic steel and/or aluminum must encompass the driver's compartment from front-to-rear, on both sides and floorboards.

25.16 Roll Cage:

1. Only round magnetic steel tubing 1-1/2" and/or 1-3/4" outside diameter with a material thickness of 1-3/4" - .095" and/or 1-1/2" - .120" will be permitted.
2. Round steel rollover bars are mandatory.
3. Front and rear roll bars must be connected at top (cage type).
4. Proper bracing and triangulations on front and rear roll bars are recommended.
5. A minimum of one diagonal bar across the top of the roll cage is recommended.

25.17 Chassis:

1. All frames must be fabricated utilizing 2" x 4" rectangular magnetic steel tubing with a .120" wall thickness. Only 2" x 4" rectangular box frames between the front and rear axle centers will be permitted. The 4" side of the rectangular tubing must remain in the vertical position. For the purpose of inspection, a 3/16" diameter hole may be drilled in each frame rail for inspection of thickness. Other holes will not be permitted. Round tubing must be either 1-1/2" outside diameter (if using for main hoop must be .125") and/or 1-3/4" outside diameter with wall thickness of .095".
2. Chassis width: Front 24" minimum, 35" maximum; rear 26" minimum, 35" maximum. All measurements will be taken from the outside of the frame rails, at the top and bottom of the frame rails and its longest length. Clips, sub-frames, etc. will be considered a part of the frame.
3. The minimum length of the 2" x 4" frame rails begin 14" in front of the centerline of the rear axle and extends to the front of the radiator. The left and right rails (both top and bottom) must be equal in distance permitted. A maximum 4" indent in the lower left rear frame rail for suspension clearance will be permitted. The two (2) upper frame rails in the engine compartment may be altered for engine clearance only.
4. Minimum frame width must be 26" measured at rear roll bar (top and bottom). Left and right frame rails must measure equal distance from drive train centerline.
5. Minimum wheelbase of 106", maximum 110".
6. Side rails and rear bumpers must be minimum 1-1/2" OD x .095" wall. All bracing on both must also be minimum 1-1/2" OD x .095" wall; minimum wall thickness must be .120" with no solid or ballast added. ALL CARS MUST START THE RACE WITH ALL BUMPERD AND SIDE RAILS IN PLACE.
7. Front bumpers must be a minimum of 1-1/4" diameter x .095" wall. No "V" shapes.
8. ALL BUMPERS MUST HAVE ROUNDED ENDS WITH NO SHARP EDGES.
9. All roll cages, bumpers, and side rails must be round steel tubing only.
10. No independent suspensions, front, or rear. No "A" frames or ball joints utilized for steering axis. (King pin only). All brackets on the front axle must be bolted or welded.

11. Engine must be centered in chassis and placed in an upright position. Engine set back minimum 32" for small block and maximum 42", measured from the center of front axle to front face of block. No rear engine cars.
12. Fuel Cell Only. Fuel cell height 12" minimum from ground to bottom of fuel tank. Fuel cell must be fully encased in a steel container with a minimum thickness of 20-gauge. An optional aluminum container may be used with a minimum thickness of .060". Fuel cell must retain foam inside. Fuel lines must siphon from the top only. Fuel tank vent line must have an in-line, one-way valve for the prevention of fuel spillage. No auxiliary tanks. Recommended that fuel cells meet FIA/SPEC/FT-3 Specifications. Integral ball check valve highly recommended for filler neck and vent tube.
13. Only two (2) universal joints per driveline.
14. Only one radiator is allowed, and it must be centered in front of the motor in a vertical position. NO auxiliary cooling tanks or catch cans are allowed in driver's compartment. No plastic or carbon fiber allowed.
15. Seat and steering wheel must be centered in frame. HIGH BACK SEATS ONLY! NO FIBERGLASS SEATS ALLOWED!

26. Suspension Components, Springs, and Shocks:

- I. Independent front and/or rear suspensions will not be permitted. No Cantilever suspensions allowed.
- II. All suspension systems (including travel limiters) and designs must be mechanical. hydraulic, pneumatic (air), electronic, radio and/or computer assisted for adjustments, and/or in-or-out of cockpit type suspensions, and/or suspension adjustment systems will not be permitted.
- III. Data acquisition sensors will not be allowed anywhere for use during competition.

All suspension systems must be mechanical with no form of electrical or computer assistance. NO four-wheel steering allowed that is actuated by the steering wheel. (No cantilever suspensions or inboard shocks).

- Springs:
 - ✓ Any type and/or form of spring will be permitted (torsion bar, coil, and/or leaf spring).
 - ✓ Coil springs must be manufactured from magnetic steel. Leaf springs must be manufactured from either magnetic steel or approved composite material.
- Shocks:
 - ✘ Only one shock per wheel will be permitted (no titanium)
 - ✘ No shocks that can be adjusted from the cockpit.
 - ✘ No remote wires, lines or canisters.
 - ✘ No air ride shocks.
 - ✘ All shock absorbers must be constructed of magnetic steel and/or aluminum.

27. Electronics, Gauges, and Dash Modules:

- A. All electronic gauges, whether analog or digital, except tachometers, will only be permitted to have one (1) input from the respective gauge sensor. Outputs from the gauges will not be permitted. Tachometers will be permitted to record engine RPM for recall and playback.
- B. When an electronic dash module is used in lieu of individual gauges, only the inputs described below for individual gauges will be permitted. All other input channels must be disabled and blocked off from usage. Only engine RPM may be recorded. Wiring to the electronic dash module must be accessible and removable for ease of inspection.
- C. Gauges to monitor engine conditions are permitted but will be limited to the following:
 - a. Oil Pressure
 - b. Oil Temperature
 - c. Engine Coolant Pressure
 - d. Engine RPM
 - e. Engine Coolant Temperature
 - f. Fuel Pressure
 - g. Battery Voltage
 - h. Vacuum Pressure Gauge
- D. All additional wiring harnesses related to electronic dash modules or any type of data acquisition must be completely removed from the race vehicle during an event.
 - 1st Penalty - Disqualification, points, and money for the night's event.
 - 2nd Penalty - Disqualification, points, and money for the entire season.

28. Rear Ends:

1. Rear end or chassis must not be offset any more than 4" from center at the inside tire width, measured from the inside of the left rear tire to the inside of the right rear tire, at axle height, front end the same.
2. Conventional open or closed quick-change rear ends ONLY. Modified-type front spindles with steel bearing shafts recommended. No limited slip differentials. Locked rear ends only. No Traction Control!

29. Transmissions:

Approved North American manufactured transmission only, standard, and must bolt to bell housing. No overdrive transmissions allowed. Neutral and reverse gear must be in operating order. From a neutral position with motor running, a car must be able to go forward and backward. If a conventional clutch and pressure plate are used, steel bell housing must be used.

30. RACER'S CODE OF CONDUCT:

- a. Discipline: All drivers entering a BRP Modified Tour event shall be subject to discipline for any violation of the rules and regulations; violation of the Racer's Code of Conduct; or the failure to obey the directives and decisions of the BRP Modified Tour Officials.
- b. Drivers Responsible: The drivers shall be responsible, always, for the behavior of the owner of the car and all pit crew and discipline may be imposed upon the driver for any car owner's or pit crew member's violation of the rules and regulation; violation of the Racer's Code of Conduct; or the failure to obey the directives and decisions of the BRP Modified Tour Officials. However, BRP Modified Tour may also impose discipline upon the offending car owner or pit crew member as BRP Modified Tour Officials deem appropriate in their sole discretion.
- c. Good Conduct Required: All drivers, car owners and pit crew members shall always conduct themselves in a professional manner that reflects favorably upon the sport and the BRP Modified Tour. Professional manners include, but is not limited to verbal representation, written representation, and representation that may represent the BRP Modified Tour. Verbal

abuse may result in an immediate disqualification from the event. Repeated violations may warrant a fine or suspension. Any failure to adhere to this rule may result in the imposition of discipline, at the sole discretion of the BRP Modified Tour.

- d. **No Drugs:** No driver, car owner or pit crew member shall before, during, or after the event (as well as support classes) possess, use, consume or distribute any drug, narcotic or controlled substance which is illegal under federal, state, or local law prevailing at the speedway. The BRP Modified Tour has a zero tolerance for illegal drugs, narcotics, and controlled substances. Any violation of this policy shall be grounds for immediate disqualification from the event, expulsion from the speedway grounds, criminal prosecution, and imposition of any other discipline (including a lifetime ban) deemed appropriate by the BRP Modified Tour Officials. Any person suspected of possession, use, consumption, or distribution shall submit to a medical examination (which may include blood and/or urine testing) within 24 hours, with the cost of same to be paid by the person suspected and with the written results to be provided directly to BRP Modified Tour, Inc. Any substance suspected to be an illegal drug, narcotic, or controlled substance shall be confiscated by BRP Modified Tour Officials and/or speedway security and/or law enforcement officers and may be subject to testing with the cost of same to be paid by the person suspected and with the written results provided directed to Modified Tour, Inc.
- e. **No Alcohol:** No driver, car owner, or pit crew member shall possess, use, consume or distribute any alcoholic beverage on the speedway grounds before the event or while the evenings' program (including support classes) is still in progress unless the person is in a spectator area where consumption of alcoholic beverages is permitted by the speedway and the BRP Modified Tour portion of the program has been completed.
- f. **Persons under the Influence:** No driver, car owner, or pit crew member shall be permitted to enter or remain in the pits or infield area while under the influence of alcohol or any illegal drug, narcotic, or controlled substance. Any person suspected of being under the influence of alcohol or any illegal drug, narcotic, or controlled substance shall submit to a medical examination (which may include blood and/or urine testing) within 24 hours, with the cost of the same to be paid by the person suspected and with the written results to be provided directed to the Modified Tour, Inc. Any person refusing to submit to a medical examination shall be presumed to have possessed, used, consumed, or distributed a drug, narcotic or controlled substance, or alcohol, and shall be subject to discipline, in the sole discretion of the Modified Tour, Inc.
- g. **Media Relations:** The Modified Tour, Inc. recognizes and endorses the efforts of the racing media to promote modified racing and other forms of motor sports. Any driver refusing to participate in an on-track interview at the end of the event, any post-race interview arranged by Modified Tour, Inc. or in any post-race press conference shall be subject to discipline, including but not limited to imposition of a fine that shall be equal to or greater than the driver's winnings.
- h. While we recognize your right to express opinions on social media, drivers, crew members, owners and members of the media should be advised that threats against our organization, officials, other drivers, crew members or owners will not be tolerated. Any action by a driver, crew or owner which appears to be in the execution of a threat will result in penalties vis suspension and/or fines against the driver and/or car owner. The driver/car owner will be held responsible for the actions of members of his/her crew.

- i. **Fighting or Other Misconduct:** Any person taking part in discourteous conduct or causing a disturbance is subject to discipline. People leaving their pit area to go to another pit area or to any other location to cause a disturbance are subject to discipline. If any physical contact occurs, including but not limited to fighting, pushing, or shoving, the offender is subject to discipline which shall include the loss of accumulated points and a fine and suspension, the amount and duration of which shall be determined by BRP Modified Tour Officials in their sole discretion. Repeating offenders shall be subject to progressive discipline (which may include a lifetime ban). The Modified Tour, Inc disapproves of this sort of behavior because it is detrimental to the sport and the presentation of a professionally staged entertainment program suitable for the entire family.
- j. **Rough Driving:** It is the policy of Modified Tour, Inc. to provide good, clean, competitive racing. Any driver, in the opinion of BRP Modified Tour Officials, charged with rough driving (overly aggressive driving) will be subject to discipline, which shall include a fine, forfeiture of points and suspension. Repeating offenders shall be subject to progressive discipline (which may include a lifetime ban). This rule against rough driving applies to both on-track incidents and those which occur in the pits. The Modified Tour, Inc. strongly disapproves of rough driving because it presents a safety hazard for drivers, spectators, and others; because it is detrimental to the sport; and because it interferes with the presentation of a professionally staged program suitable for the entire family.
- k. **No Abusive Language:** No driver or other person affiliated with the car (Example: owner, pit crew members, or driver) shall subject the BRP Modified Tour Officials, scorers, or speedway officials to verbal (improper/obscene/profane language) or physical abuse at any time. Offenders shall be subject to discipline, which shall include a fine, forfeiture of points, and suspension, and repeat offenders shall be subject to progressive discipline. The Modified Tour, Inc. disapproves of this sort of behavior because it is detrimental to the sport and the presentation of a professionally stage entertainment program for the entire family.
- l. **No Unsportsmanlike Conduct:** No driver shall engage in any unsportsmanlike conduct. BRP Modified Tour Officials have the sole discretion to determine what constitutes unsportsmanlike conduct. Offenders shall be subject to discipline, which shall include a fine, forfeiture of points, and suspension, and repeat offenders shall be subject to progressive discipline.
- m. Any driver or other person, who attempts to and/or does physically abuse any event official including pushing, punching, touching, grabbing and/or grabbing the official's equipment, etc. will be subject to disqualification and/or fine and/or suspension and/or legal action or any other action deemed inappropriate will be subject to a fine, forfeiture of points, and suspension as deemed at the time by BRP Modified Tour Officials.

31. TECHNICAL PROTESTS

Technical protests must be filed in writing with the Modified Tour Director/Official and must be accompanied by a \$2,800.00 fee, paid in cash before the investigation. Failure to pay the protest fee, in cash, shall be deemed a waiver of the right to protest, and shall preclude any subsequent appeal or litigation. A technical protest situation is any protest which requires any tool/mechanical device (including scales) for a Modified Tour official to determine a car's rule compliance. For the purpose of a subsequent appeal, all measurements by Modified Tour Officials are presumed to be correct, absent a showing by the driver of a mistake or prejudice. If the protested car is found to be illegal, it shall be the burden of the driver to establish legality in any subsequent appeal or

litigation. If the protested car is found to be illegal, the protested fee shall be retained by the Modified Tour, Inc. Cars that are found to be illegal will forfeit all points and earnings for that race. If the car is found to be legal, the fee is retained by Modified Tour, Inc. and part will be given to the legal car. If a driver refuses technical inspection, they will be considered illegal and will forfeit all points and money earned for that race, and will be required to give Modified Tour, Inc. \$1,000 prior to our next event or when they compete again, year-to-year with the BRP Modified Tour. The Modified Tour, Inc., shall not be responsible for any damage caused by the inspection.

32. TECHNICAL INSPECTIONS

- **Right to Inspect:** BRP Modified Tour Officials may inspect any car at any time before, during or after the race. The speedway may inspect any car for safety purposes before or during the race.
- **Prior Inspections:** The fact that a car was inspected and determined to be legal or safe on any prior occasion shall not govern. Cars must be always legal and safe. Cars deemed to be illegal or unsafe shall not be allowed to compete in the event and the driver may be subject to discipline. The BRP Modified Tour Officials make no warranty or representation of the legality or safety of cars allowed to compete in the event.
- **Post-Race Inspections:** If any illegality is detected in any post-race inspection, the car will be disqualified, relegated to last place in the official order of finish for the race in which the disqualification occurred and the driver may be subject to discipline, which may include but is not limited to forfeiture of purse and/or points.

33. DISCIPLINE

- a. **Right to Discipline:** BRP Modified Tour Officials shall have the sole right to determine whether a driver or other person shall be subject to discipline.
- b. **Whether to Impose Discipline:** Whether a person is subject to discipline shall be a matter entrusted to the discretion of the BRP Modified Tour Officials.
- c. **Amount of Discipline:** Unless rules of the Modified Tour, Inc. establish a specific penalty for any transgression, the nature and amount of the discipline imposed shall be within the sole discretion of the BRP Modified Tour Officials.

BRP Modified Tour Officials may impose any of the following forms of discipline, singly or cumulatively:

1. Disqualification from the event.
 2. Forfeiture of points for the event or the season to date.
 3. Forfeiture of purse money or contingency money.
 4. Forfeiture of point money, if any.
 5. Imposition of a fine.
 6. Suspension from one or more future events.
 7. Lifetime ban from all Modified Tour, Inc. events.
- d. **Progressive Discipline:** The Modified Tour, Inc., shall keep a record of all disciplines imposed. Persons subject to progressive discipline shall suffer a greater penalty for the second and

subsequent offense. For example, if a driver is fined \$100 for the first offense, the second offense may result in a fine of \$200 and the third offense may result in a fine of \$300. Progressive discipline, however, will carry over to the following season.

- e. **Fines:** All fines imposed by Modified Tour, Inc. before the payoff is made shall be withheld from the purse or contingency monies the driver is eligible to receive for the event. If the purse or contingency monies due to the driver/owner are not sufficient to satisfy the fine, the fine will be carried forward to subsequent Modified Tour, Inc. events. If the fine is imposed after the payoff is completed for that event, it will be carried forward to subsequent Modified Tour, Inc. events. A driver must pay all outstanding fines to be allowed to enter any subsequent Modified Tour, Inc. events. If an owner/driver does not pay a fine imposed, the owner/driver's car cannot compete in a subsequent Modified Tour, Inc. event with another driver until the fine is paid. A car owner must pay all fines before the car may be driven in any subsequent Modified Tour, Inc. events. Any fines remaining unpaid at the end of the season shall be withheld from the driver's point money, if any is due the owner/driver. If the point money is insufficient to pay the outstanding fine or if the driver is not eligible for any point money, the fine shall carry over from season to season until it is fully paid. If the fine is not fully paid at this time, it will be turned over to the District Magistrate for further efforts to collect the money.
- f. **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 or other underlying circumstances, 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.
- g. **Finality of Decision:** The decisions of the BRP Modified Tour Officials regarding discipline shall not be subject to protest or litigation.
- h. **Not Law Enforcement:** While the Modified Tour, Inc. has the right to impose discipline for any misconduct that is in violation of any law (such as assault, terroristic threats, public intoxication, or illegal drug use), the BRP Modified Tour Officials are not responsible for law enforcement or investigation. Rather, investigation and prosecution shall be the responsibility of law enforcement officials and/or speedway security. BRP Modified Tour Officials shall cooperate whenever practicable but are not bound by any decision of law enforcement and/or security to the undertake or to decline an investigation or prosecution.

34. PROTESTS

- A. **Spokesman:** The driver shall be the sole spokesperson for the team and the car owner.
- B. **Written Protests Only:** All protests must be submitted in writing to the BRP Modified Tour Race Director/BRP Modified Tour Trailer within ten (10) minutes of the official announcement of the order of finish. The protest must specifically state the basis for the protest. Verbal protests will not be considered. The failure to file a timely, written, specific protest shall be deemed to be a waiver of the right to protest and shall preclude any subsequent appeal or litigation.
- C. **Right to Protest:** Any affected driver(s) may protest any violation of the rules (Including car specifications and weight requirements) unless the rules expressly preclude the filing of a protest or appeal. (See rule 24.3)

- D. A Main Only: Protest may be lodged with respect to the A-Main only. Protests may not be lodged with respect to any qualifying event. The protest must be made in writing within ten (10) minutes after the finish has been posted on the board in the BRP Modified Tour Trailer.
- E. Visible Protests: Protests may be made concerning visible violations of rules or specifications. A visible protest situation is any time a tool or mechanical device is not needed by a BRP Modified Tour Official to determine the car's compliance with the rule.
- F. Race Results Protests: Any affected driver may protest race results. A recheck of scoring will then be made, if necessary, and thereafter, the results will be considered final. Protests must be made in writing within 10 minutes after the finish has been posted on the board in the BRP Modified Tour Trailer.
- G. Holding the Purse/Points: In the event of a protest, the Modified Tour, Inc. will delay purse/point distribution until the matter is ultimately decided by the Appeal Board. The Modified Tour, Inc. can distribute that portion of the purse/points to drivers whose finishing positions will not be affected by the protest or any subsequent appeal.
- H. Right to Refuse Protest: The Modified Tour, Inc. reserves the right to refuse any protest if the protest is deemed unnecessary and/or is deemed to have been used for purposes of harassment.
- I. Records of Protests: The Modified Tour, Inc. will retain all written protests for seven (7) days after the event giving rise to the protest.
- J. In the event of a protest, the BRP Modified Tour officials have the right to hold off any decisions until all evidence can be collected, and reviewed by BRP officials/board members such as any or all video/witnesses or any evidence provided to the officials at the trailer that could help with reversal of the final outcome.

35.APPEALS

- a. Exclusive Remedy: The Modified Tour, Inc. has established a grievance Board of Appeals to rule on appeals. The appeal process contained in these rules shall be binding on all parties and shall not be subjected to judicial review or litigation. The appeal process is the exclusive means for any aggrieved part to seek review of any reviewable decision of a BRP Modified Tour Official.
- b. Submitting an Appeal: The appeal must be submitted, in writing, to Modified Tour, Inc. 384 Hemlock Drive, Marble, PA 16334 within 48 hours of the event or decision giving rise to the appeal. The appeal will be deemed submitted on the date of actual receipt by the Modified Tour, Inc. office, if delivered in person; but if the appeal is submitted by mail, then the date of the postmark shall govern. The appeal must state the following: The decision to be reviewed; the date of the event or decision giving rise to the appeal; the name of the BRP Modified Tour Official, if any, involved in the matter; the substance of the decision to be reviewed; and specific grounds for which an appeal is sought. The failure to submit a timely, written, and specific appeal shall be deemed to be a waiver of the right to appeal and shall not be subject to judicial review or litigation.
- c. Appeal Board: Members of the Appeal Board shall be determined as follows: Two (2) members of the board shall be selected by the Modified Tour, Inc.; one (1) member of the board shall be selected by the driver lodging the appeal, with the following provision: the driver representative shall not have any interest whatsoever in the outcome of the appeal.

- d. Convening the Board: The Appeal Board will meet whenever and wherever necessary for the efficient and speedy disposition of its business. The appealing party will be given written notice of the date, time, and place for the meeting. The meeting may take place in person or by telephone. A quorum of the board shall consist of any two (2) voting members of the Appeal Board and the chairman or the chairman's designee.
- e. Decision: A majority of the members of the voting board must concur with modifying any penalty or determining any appeal. A decision of the majority of the board shall be considered final and shall not be subject to any judicial review or litigation. If the board fails to agree on action to be taken on an appeal, the appeal shall be referred to the BRP Modified Tour president for decision and the president's decision shall be final and shall not be subject to judicial review or litigation.
- f. Parts: When an appeal involves the legality of any parts, the affected driver or car owner must surrender the part/parts in question. The Modified Tour, Inc. will issue a receipt upon surrender of the part(s), but the part will not be returned until after the appeal hearing is concluded.
- g. Procedure: The procedure for the hearing on the appeal is as follows:
 - 1. First, the decision of the BRP Modified Tour Official/Officials shall be put in the record.
 - 2. Second, the contents of the written appeal shall be put in the record.
 - 3. Next, the aggrieved party will state his case and will call any witnesses or introduce any evidence to support the case. Hearsay evidence is admissible.
 - 4. Next the BRP Modified Tour Official (s) will state the case in support of the decision from which an appeal is being made and may call any witnesses or introduce any evidence to support that case. Hearsay evidence is admissible.
 - 5. Next, the aggrieved driver will make any desired rebuttals, additions to the record or summations.
 - 6. Next, the BRP Modified Tour Official (s) will make any desired rebuttals, additions to the record or summations.
 - 7. At any time during the hearing, members of the Appellate Board will be given the opportunity to ask any questions of any person present in person or by telephone at the time of the hearing.
 - 8. In the interest of justice, the Appeal Board may continue any hearing to receive additional evidence.
 - 9. After the record is closed, the members of the Appeal Board will deliberate in private and will make their determination, decision, or recommendation by majority vote.
 - 10. All interested parties will be notified in writing of the Appeal Board's decision.
 - 11. The Modified Tour, Inc., shall retain copies of all decisions by the Appeal Board.
 - 12. If the payment of the purse or any portion thereof was withheld due to the appeal, Modified Tour, Inc. will then distribute the corrected funds to the rest of the field of drivers that it was being withheld from at the time.

37. FINAL SAY AND DECISIONS

Any rules or regulations not covered in this document will be determined on a timely basis and voted on by the Modified Tour, Inc. board members and/or BRP Modified Tour Officials. Quick decisions at the racetracks will not take place unless it is determined to be too important to wait until the board members and/or officials can get together away from the track to determine a decision. All decisions made by BRP Modified Officials and Modified Tour, Inc. Board Members will

be final. No questions asked! **BRP Modified Tour members/officials have final say on these and any other BRP Modified Tour rules or decisions.**