



2009 Battle of the Bluegrass Open Wheel Modified Rules

On occasions situations may arise that are not precisely covered in this rule book. All rulings and interpretations of the rules included herein will be made exclusively by Battle of the Bluegrass Open Wheel Modified Series Officials and these decisions will be final.

1. The rules and/or regulations set forth herein do not express or imply warranty of safety, from publication of, or, compliance with these rules and/or regulations. They are intended as a guide for the conduct of the Battle of the Bluegrass Open Wheel Modified Series and are in no way a guarantee against injury to participants.
2. These rules and/or regulations will apply to all Battle of the Bluegrass Open Wheel Modified Series sanctioned racing events.
3. Battle of the Bluegrass Open Wheel Modified Series officials have full authority over said sanctioned racing events. In the event of any dispute the Race Directors decision will be final.
4. All racecars are subject to be inspected by the Battle of the Bluegrass Open Wheel Modified Series Technical Director at any time during the event.
5. The Battle of the Bluegrass Open Wheel Modified Series reserves the right to alter or amend these rules and/or regulations in the interest of fair competition.

ROLL CAGES

- A. Must consist of a continuous hoop not less than 1.5 inches outside diameter, and must have a wall thickness of at least .095 inches.
- B. Must be frame mounted in at least six (6) places.
- C. Must consist of a configuration of front and rear hoops connected by tubing on the sides, or side hoops. Drivers head must not protrude above cage with helmet on and strapped in drivers seat. Roll cage must be securely supported and braced.
- D. Low carbon, mild steel D.O.M. tubing is recommended. No brazing or soldering allowed.
- E. Protection of feet is mandatory. Bar across back of engine with vertical bars and rub rails, or similar protection.
- F. No brace bars forward of cage may be higher than stock hood height.
- G. Chassis must have drive shaft hoop.
- H. Driver doors must be as parallel with the ground as possible, and located and perpendicular to the driver so as to provide maximum protection for driver, but without causing undue difficulty in getting into or out of vehicle. Door bars must be .095 inch thickness; must have a minimum of (3) three bars at least 1 1/2 inch in diameter. The door bars must be welded to the front and rear of the roll cage.
- I. No brazing or soldering allowed on any of the chassis/frame components.
- J. Floor pans with a minimum of 20 gauge steel; of minimum 1/8 inch thick aluminum plate may be used
- K. No brace bars forward of a cage may be higher than stock hood height.

BRAKES

- A. Must be equipped with operational four-wheel braking system.
- B. No drilling of brake rotors or calipers.
- C. Rotors may be re-drilled for different bolt pattern or larger studs.
- D. No altering of brake rotors or calipers.
- E. Rotors and calipers must be O.E.M

EXHAUST SYSTEM

- A. Exhaust systems must be mounted in such a way to direct spent gases away from areas of possible spillage of fuels. Headers must be pointed away from ground. No more than 1/2" clearance surrounding header pipe when directed through firewall on driver's side.
- B. Mufflers are MANDATORY. Only variance of this rule will be where not required by host track.

ENGINES

- A. Any American Engine make may be used.
- B. Rear of engine, bell housing mounting flange surface, must be mounted at least 72 inches forward from the center line of the rear axle.
- C. Engine offset must be kept within 2 inches of the center line of the front cross member.
- D. Minimum engine height is eleven (11) inches from the ground to the front center of the crankshaft.
- E. All engines used in competition must be able to be used in a conventional passenger car without alterations.
- F. Engine motor mount locations can not be removed or altered. Castings and fittings must not be altered.
- G. No machine work may be done on the outside of engine, or on the front or rear of the camshaft.
- H. No dry sump systems are allowed. Wet system in engine must be operative.
- I. Engine cooling system may be modified.
- J. Engine block must be steel.
- K. Exhaust system must be mounted in such a way as to direct spent gases away from the cockpit of vehicle, and away from areas of possible fuel spillage.
- L. Battery type ignitions only. NO magnetos allowed. Maximum of one (1) ignition system and / or multiple spark discharge box allowed.

FUEL SYSTEM

- A. One 2 barrel or one 4 barrel carburetor only.
- B. Engine must be normally aspirated; no type of fuel injection allowed.
- C. No electric fuel pumps or fuel systems of any type.
- D. Racing fuel cells are required and must be mounted by at least two steel straps, no less than two (2) inches wide x 1/8 thick, all the way around the cell. The use of 1" x 1" x .065 wall sq. tubing is recommended to be used. Using two bars around the top, bottom, and sides of the fuel cell. All fuel cells must be mounted securely to the frame. Fuel cells must be enclosed completely in a steel container, mounted behind rear axle only, and must also be protected in rear by roll cage tubing mounted securely to the frame. * No part of fuel cell should be lower than the protective tubing. Protective tubing should be no wider than 6 inches on both sides of fuel cell. Fuel cells must have check valves, and bladders are highly recommended.
- E. Fuel cells are limited to 32 gallon maximum capacity. Fuel cells with fuel pickup located in the top of cell is highly recommended.
- F. Fuel may be either gasoline or alcohol. NO nitrous oxide. NO additives of any kind.

KILL SWITCH / BATTERY

- A. A kill switch is required. Switch must be clearly marked and located within easy reach of the driver, and safety crews must be able to reach switch from standing outside the car.
- B. All cars must have a battery. Battery must be securely mounted. Battery cannot be mounted inside drivers' compartment.

FRAMES/SUSPENSION/STEERING

- A. Factory production complete, full, 1950 or newer parallel American passenger car frames only. Frames may be cut in rear only at a point not further than 36", both sides, from center of rear end housing. No front clips or tube type allowed.
- B. Frames may not be widened or narrowed and must be able to support roll cage on both sides. Frame must be full and complete on both sides. Front cross member may be notched for radiator clearance only. Minimum frame height, and body height, must be four (4) inches from the ground.
- C. No Jeep, Bronco, (etc.) or 4-wheel drive frames allowed. No sports car frames allowed. No front wheel drive frames allowed.
- D. Minimum wheelbase is 108", both sides. Maximum wheel base is 112" NO TOLERANCE.
- E. Front suspension and steering must be O.E.M. and be in stock location, and must be replaceable by stock part from same type suspension. Stock passenger car spindles only. No fabricated spindles. May use steel bushings in lower control arms.
- F. Tube type upper control arms are allowed and can be moved. Cross bar for upper control arm may be steel or aluminum.
- G. Lower A-frames cannot be altered or moved. Approved after-market lower control arms are legal but must remain in factory location. Stock mounting positions and lengths must meet OEM specifications. (Outer, Inner, Spring and Ball Joint locations)
- H. No center steering. In cockpit steering may be modified to drivers taste, but must remain on the left side of car.
- I. No rack and pinion steering. Steering box must be O.E.M. Steering box must remain within original bolt pattern of frame used.
- J. O.E.M. Tie rod ends and adjustment sleeves may be replaced by a minimum .625 inch (5/8") rod end (heim joint) and steel or aluminum tube.
- K. Rear of frame may be altered to accept leaf or coil springs. Any coil spring on car must be at least 4 1/2 inches outside diameter. Coil springs must be steel. Leaf springs may be steel or composite type. Lowering blocks, rear spring shackles, and rear end drive bars may be steel or aluminum only. No torsion bars allowed in rear.
- L. No hydraulic, ratchet, or electric weight jacking devices allowed anywhere in or on the car.

- M. One shock per wheel only (Dummy shock allowed on LEFT rear ONLY). Additional shocks in other locations permissible. No Aluminum shocks are allowed. No remote reservoir shocks allowed.
- N. No aluminum, fiberglass, or composite suspension, steering, or rear end parts allowed, except where noted in these rules.
- O. No coils over shocks are permitted on front of car. No homemade coil overs are allowed – no exceptions. Steel coil-over eliminators or steel/aluminum coil-over kits allowed-must conform to shock and spring rules. (Rear only) (5 inch spring).
- P. No covers on springs, shocks, etc. allowed. With the exception, of a small bellows type shaft cover for a coil over eliminator and / or pull / push bar assembly, for maintenance purposes only. Shaft covers are subject to Battle of the Bluegrass Open Wheel Modified officials' approval, and are subject to removal.

TIRES /WHEELS

- A. The following tires compounds are the only tire compounds legal in Battle of the Bluegrass Open Wheel Modified Series competition:

American Racer	82.0/8.0-15DT <u>Hard & Extra Hard</u>
	84.0/8.0-15DT <u>Hard & Extra Hard</u>
	86.0/8.0-15DTN - <u>Hard & Extra Hard</u>
Hoosier	26.5/8.0-15 - (<u>A40</u>), (<u>H40</u>)
	27.5/8.0-15 (<u>A40</u>), (<u>H40</u>)
Goodyear	TBA

Minimum Durometer Readings

Durometer readings to be determined – No softening of tires allowed!

American Racer cannot durometer any lower than ** prior to event (Time Trials, Heats or Mains).

American Racer Hard & Hoosier (A40) cannot durometer any lower than ** prior to event (Time Trials, Heats or Mains).

American Racer Extra Hard & Hoosier (H40) cannot durometer any lower than ** prior to event (Time Trials, Heats or Mains).

- B. No grooving of tires allowed.
- C. No tire softeners or conditioners.
- D. Hoops for inspection must pass over tire freely.
- E. Eight (8) inch steel wheels only. One (1) inch tolerance for beadlocks.
- F. Bead locking devices allowed on the *right-side (Right Front & Right Rear) wheels only*
- G. Any mud plug other than foam must be securely mounted to the wheel.
- H. Aluminum wheel spacers are allowed.

REAR ENDS

- A. Any American made passenger car or truck rear end is allowed. Optional floater type rear ends allowed.
- B. Steel-tube Quick change rear ends are allowed.
- C. Steel axle tubes ONLY. No aluminum birdcages.

TRANSMISSIONS

- A. Must have neutral and working forward and reverse. Must be able to go forward and backward with engine running. No in/out boxes. Bert, Brinn or automatic allowed.

WEIGHTS / CAR WEIGHT

- A. A minimum weight limit of 2400lbs will be in effect at all sanctioned events.
- B. The scales used by the Battle of the Bluegrass Open Wheel Modified Series will be considered the official scales for the event.
- C. Scales will be available at all Battle of the Bluegrass Open Wheel Modified Series sanctioned events.
- D. Battle of the Bluegrass Open Wheel Modified Series officials have the right and duty to weigh any car at the official's discretion.
- E. ALL added weights must be painted white with the car number on the weight. Each car will be inspected for proper mounting and identification. ANY driver losing a weight will be disqualified for the remainder of the night if he loses a weight and it is identified as coming from his car.

- F. CARS MUST GO DIRECTLY TO SCALES AFTER RACE AND GET IN LINE TO BE WEIGHED. DO NOT GO TO YOUR PIT AND THEN BACK TO THE SCALES. DO NOT STOP AT ANY OTHER PIT AND THEN GO TO THE SCALES. !!!GO DIRECTLY TO THE SCALES!!!
- G. Should a car not make weight:
 1. The car will be removed from the scales and then put back on the scales for re-weighing to verify the weight of the car.
 2. Should the car still not make the required weight then that car will be disqualified from that race and all cars finishing behind that car will be moved up one position.
- H. Cars which are disqualified from an event for weight violations will forfeit their points for that race, and any prize money for that race.

TRACTION CONTROL

- A. All Traction Control Devices are strictly prohibited during any form or portion of a Battle of the Bluegrass Open Wheel Modified Series sanctioned event, race or practice/test session.
- B. All traction control devices whether electronically controlled in the ignition system, wheel sensors or any means of measuring ground speed to control wheel spin are strictly prohibited. All devices not mentioned in the above that are found to control wheel spin, timing or fuel delivery control will be considered strictly prohibited.
- C. At NO time during the 2009 season and beyond will there be any type of ping control devices, dial a chip controls, timing controls or any modifications to the ignition control boxes, distributors, or any other part of the Ignition System. This includes any add on component or components inside or outside the cockpit of any competitors racecar. There shall be NO driver controlled wheel spin, timing or fuel delivery control devices in the cockpit area of any racecar.
- D. A competitor found with any of the above mentioned will lose the complete device permanently and will lose all points earned to that point in the season. NOTE: A competitor may be asked for his electronic ignition at any time by the Tech. Director to be sent for testing and inspection. Failure to hand over the electronic ignition will result in the holding of any purse monies won.

BODIES

- A. UMP Body Rules apply and will be enforced with exception of the allowance of rear spoiler.
- B. Eight-inch height - 66" maximum width. Side braces 18" maximum x 5" high, cut on angle.

MISC

- A. NO Radios.

DECALS

There are certain decals that must be carried on the car, in order to earn both Points towards the Season Championship and Prize Money. While the Series is aware of, and, has no wish to cause conflicts between Drivers, Teams and Sponsors, it must be realized that these companies are Contributors of the Season Points Fund. Decals must be present on the car for consideration for Season Championship. These decals must be positioned on the car sides. The Battle of the Bluegrass Open Wheel Modified Series Decal is recommended to be positioned at the top edge of the front fender panels.

These Decals must be on both sides of the car, at every Series race in which the car competes.

CONTINGENCIES

Certain other Product Manufacturers will be awarding Contingency Money to Drivers finishing the Feature. These Awards are dependent upon the Manufacturers Decal being carried on the race car. If you wish to be eligible to receive an Award from the Manufacturers concerned, it is your responsibility to ensure that the correct decal is affixed to your race car. Also, please be aware that the Series' responsibility is ONLY to provide the Manufacturer with your Name and Address, and not to pay the award. All Cars finishing the Feature Race will be checked by Series Officials for the appropriate Decals.

Other Battle of the Bluegrass Open Wheel Modified Series Sponsor Decals that are carried on the car must be affixed prominently. There is no compulsion to carry any other Sponsor's Decals, however, it is worth bearing in mind that Sponsors only put money into the Series to gain exposure for their products - no exposure will eventually mean no money, and therefore smaller purses for Races and Championships.

SIGN IN

It will be the responsibility of all Drivers/Teams to sign in and pay entry fee prior to the drivers' meeting. The Sign in will be conducted at the Battle of the Bluegrass Open Wheel Modified Series Official Trailer at a designated location in the pit area. No

driver/team shall be allowed to be signed in by a third party unless approved by Race Director. Only a driver or crew representative shall be allowed to sign in the car that is at the track prior to cut off.

Battle of the Bluegrass Open Wheel Modified Series officials may draw for drivers/teams not at the track under exceptional circumstances beyond the control of Battle of the Bluegrass Open Wheel Modified Series Officials or the drivers/teams being signed in. The pill draw will be closed once the drivers' meeting is started.

It is a condition of entry that the Drivers' Registration Form is completed and handed in prior to the Driver's first Series Race of the Season. If a Driver changes cars or teams during the season, it is his responsibility to re-register. It is also the responsibility of the Teams/Driver to fill out a Sponsorship Registration Card upon sign-in. These cards will be used for the announcement and publication of sponsors throughout the season. If there is a change in sponsorship, it is the Teams/Drivers responsibility to notify the P.R. Director.

ENTRY FEES

All Drivers/Teams will pay an Entry Fee for each Event as follows:

Member Drivers - \$20.00

Non-Member Drivers - \$30.00

Entry Fees are used by the Battle of the Bluegrass Open Wheel Modified Series for supplementing the Points Fund, payment of Officials and Administrative cost.

In the event of a Rain-out, Cancellation or postponement (other than next day), all Entry Fees can be refunded or held over at Teams' request. Entry Fees are collected on a race to race basis. Each race will be separate. Only in the event of a rain out will the entry fee be carried over, and the Entry Fees collected will only be good for that Event.

TECHNICAL INSPECTION

Technical Inspection will be held at an area designated by the Technical Inspectors, and all Cars must sign in and pass thru Tech Inspection before going out onto the Track. No Exceptions. Failure to follow this procedure may result in forfeiture of Qualifying Time. When the car is presented for Tech Inspection the hood must be removed.

All Race cars must pass through Tech Inspection before Driver's Meeting. ALL Race cars must pass Tech. Inspection before a Tech. Sticker is issued.

Any changes or alterations required must be completed, and the Race Car returned to Tech. Inspection before Hot Laps - No sticker means No Hot Laps - No exceptions.

After a Race Car has passed Tech. Inspection, and sticker has been issued, No alterations may be made to the race car - Any changes to spoiler height, deck height, quarter panels, doors or any other part of body will result in loss of Qualifying Time or loss of starting position in either Heat Races or Last Chance Races.

Spot-checks can be made by the Tech. Inspector at any time, and penalties will be applied to cars found illegal after Tech stickers have been issued. If a car is found illegal after qualifying, the Driver will lose his time and start at the rear of a Heat race. If a car is found illegal at the start of a Heat race, the Driver will lose his time and have to start at the rear of a Last Chance race. All racecars are subject to be inspected by the Battle of the Bluegrass Open Wheel Modified Series Technical Director at any time during the event

Any Race car found to be illegal, as a result of changes, on the Starting Grid for the A -Main Feature or a Last Chance race, will be changed back to legal and start from the rear - Changes may not be made on the Grid, car must return to the Pits. Failure to follow this procedure will result in immediate disqualification, and the Grid being filled with the next Alternate. Please Note: If a Driver decides that changes need to be made to his car (such as changing tires) once it has been put into position on the starting Grid for the feature, he may not leave the Grid to make changes until the Field has been sent off on the warm-up lap. It is the Driver's responsibility to return before the one-to-go signal has been given in order to retain his starting position, or start from the rear. No Exceptions.

DRIVERS MEETINGS

It is the responsibility of ALL drivers to attend the drivers meeting. In most circumstances, the drivers meeting will be held prior to hot laps at the Battle of the Bluegrass Open Wheel Modified Series Official Trailer.

Any rule, format or schedule changes will be discussed at the drivers meeting.

ALL DRIVERS will be responsible for information discussed at the drivers meeting. The drivers meeting is not a social gathering, your attendance and attention is mandatory.

Failure to attend a drivers meeting will result in that driver starting the tail of his respective Heat Race.

HOT LAPS

All Drivers will be allowed one (1) Hot Lap Session. Hot Laps will be conducted in groups in order, as per the Draw. Drivers/Teams are responsible for knowing what group the Driver/Team is in. Lineups will be posted at the Battle of the Bluegrass Open Wheel Modified Series Official Trailer in the pits. Drivers must Hot Lap in their assigned Groups. If a Driver does not make it to the staging area in time for his assigned session, that driver will not be allowed to Hot Lap. No Exceptions.

QUALIFYING

Drivers must qualify in order that they drew. If the driver misses their time trial qualification spot for whatever reason, the driver will only receive one (1) qualification attempt after all others have time trialed. It is the drivers/teams responsibility to be in their qualifying spot on time, in most instances, qualifications will be immediately after hot laps. If you are one of the drivers/teams that draw an early number, you need to be ready to be in line first. Be ready to be in line as soon as the last hot lap group finishes on the track.

Cars will qualify two (2) laps back to back. Once green flag is given the driver to start the qualification run, there will be no wave offs. Drivers exiting the track after taking the green flag for time trials for whatever reason will not be allowed to return to qualify.

Cars will either be weighed before or after Qualifying, depending on the layout of the current race track, and will be determined by the Series Officials and announced at the Drivers Meeting. All cars that are judged to weigh light crossing the scales after Qualifying, will lose their Qualifying Time and will start at the back of a heat race. If there is more than one car that has been judged light, those Drivers will be lined up at the back of the heat races by the Qualifying Order.

Remember that all cars must cross the scales at their sticker weight during Qualifying. There is no burn-off allowance for Qualifying.

RACE FORMAT

Time Trials/Qualifying will determine the lineups for Heat Races. All Drivers must run a Heat Race or Last Chance Race in order to transfer to the Feature. All entered drivers will compete in a heat race. Heats will be ten (10) laps unless otherwise notified in the drivers meeting. Heat races will invert four (4) cars. Number of transfers and Heats will depend on the number of entrants and announced at the Drivers Meeting.

Heat Race Winners will redraw immediately after heat races are concluded at the Battle of the Bluegrass Open Wheel Modified Series Official Trailer for starting positions in the A-Main.

The number of Heats to be run will be determined solely by the Race Director, and will depend on the number of cars present, track conditions and the Race Track concerned.

Depending upon the number of Heats, either the First 3 (three) from six Heats, or, 4 (four) Finishers from four Heats, will transfer to the A-Main Feature. All other Drivers, in order of Heat Finish will go through to either one or two Last Chance Features. A maximum of 20 or 22 Cars will start the Main Feature; depending on Promoter/Track (see Promoter's Options).

PROVISIONAL STARTS

A maximum of Two (2) Provisional Starters will be allowed in any A-Main. Provisional Starters will be the Two (2) Highest Points Scorers from the Points Standings who have not qualified for the A-Main, and have Provisionals available and opt to use them. The Provisional Starters will always start behind the cars that transfer from the Heat Races and B -Mains on the Starting Grid.

In order to use an available Provisional, a Driver must be a paid Battle of the Bluegrass Open Wheel Modified Series Member, present for the entire Event, entered at the correct time and have started his last assigned Race.

All Drivers will begin the 2009 Season with One (1) Provisional with their paid membership. A driver will earn one (1) additional Provisional Start after every Five (5) attended races.

For the first Two (2) Events of the 2009 Season, the Provisional Starters will be determined from the Final 2008 Official Points Standings.

In the event of two drivers being in position for a provisional and there is a tie in the Official Points Standings, the provisional will be awarded to the faster of the two in time trials at that event.

PROMOTER'S OPTION

At selected race tracks, and at the discretion of the Race Director, the Promoter may have the option to start two (2) extra Drivers at the tail of the Field. If this option is exercised, any Driver who is allowed to start as a Promoter's Option will not receive points towards the Season Championship, apart from those points earned up to the start of the Feature. Any Driver who is the recipient of a Promoter's Option must have started their assigned Last Chance Race.

**POINTS AWARDED AS FOLLOWS:
A-MAIN**

1 st	200	14 th	110
2 nd	180	15 th	105
3 rd	170	16 th	100
4 th	160	17 th	95
5 th	155	18 th	90
6 th	150	19 th	85
7 th	145	20 th	80
8 th	140	21 st	75
9 th	135	22 nd	75
10 th	130	23 rd	75
11 th	125	24 th	75
12 th	120	25 th	75
13 th	115	26 th	75

**B-MAIN(s)
(1st Place B-Main Points awarded to 1st Non-Transfer)**

1 st	70	13 th	25
2 nd	65	14 th	25
3 rd	60	15 th	25
4 th	55	16 th	25
5 th	50	17 th	25
6 th	45	18 th	25
7 th	40	19 th	25
8 th	35	20 th	25
9 th	30	21 st	25
10 th	25	22 nd	25
11 th	25	23 rd	25
12 th	25	24 th	25

Heats

1 st	5
2 nd	4
3 rd	3
4 th	2
5 th	1
6 th	1
7 th	1
8 th	1
9 th	1
10 th	1
11 th	1
12 th	1

A Driver Must Compete in 80% of Events to Receive Points Money.

The 2009 Awards Banquet will be held in January, Date, Time and Place to be announced.

Any Drivers not attending the Championship Awards Banquet will only receive one -half (1/2) of their awards at the first event of the 2009 season.

Fast Qualifier Receives - 5 Points

All Drivers receive 50 Show-Up Points after completing Sign In.

No races will be dropped.

In the event in of a tie in the Official Final Points Standings, the following steps will be utilized to settle the tie:

First Tie-Breaker – In the event of a tie in the Official Final Points Standings total 2009 Battle of the Bluegrass Open Wheel Modified Series A-Main wins will be the first Tie-Breaker.

Second Tie-Breaker – In the event of a tie in the Official Final Points Standings after the First Tie-Breaker has been utilized, Fast Times will be the second Tie-Breaker

ROOKIE OF THE YEAR

The Battle of the Bluegrass Open Wheel Modified Series has designated funds for the purpose of paying a Cash Points Fund to the Top Three (3) finishing Rookies during the 2009 racing season.

The Battle of the Bluegrass Open Wheel Modified Series shall evaluate all drivers applying for Rookie Status and assign Rookie Status based on past performance in either the Battle of the Bluegrass Open Wheel Modified Series, or in other racing endeavors.

Drivers' eligibility for the Rookie of the Year Award will be determined by the Battle of the Bluegrass Open Wheel Modified Series Officials as follows:

A Driver who wishes to compete for the 2009 Rookie of the Year Award must indicate their intention by applying, in writing, to the Battle of the Bluegrass Open Wheel Modified Series. Letter of Application should contain the following information as a minimum: Age; Years of racing experience; Years competed in Open Wheel Modified Division; Number of races won; Biggest Purse won in an Open Wheel Modified event; List of Achievements; etc; Details of Car/Team for the forthcoming Season; Photos if available. Application letters must be received before May 1st, 2009.

A Driver must have never won another series championship.

A Driver must have never won a Battle of the Bluegrass Open Wheel Modified Series Event.

A Driver must have never finished in the Top Ten of the any previous Battle of the Bluegrass Open Wheel Modified Series Official Final Points Standings.

The Battle of the Bluegrass Open Wheel Modified Series will have final approval on eligibility.

PURSE MONIES

Under no circumstances will Battle of the Bluegrass Open Wheel Modified Series Officials collect any Prize Monies on behalf of Drivers or Teams. If you have won money it is your responsibility to collect or make arrangements with the Promoter - it is not the responsibility of the series officials, and Prize Money will not be collected, credited or otherwise accounted for by any Series Official before, during, or after an event.

RAINOUTS

All scheduled events that are rained out, or otherwise canceled due to circumstances outside the control of Battle of the Bluegrass Open Wheel Modified Series Officials and Track Officials will be re-scheduled if at all possible. Drivers and crew members MUST retain Armbands, or any other Pit-Admission ticket to be re-admitted to a re-scheduled event. Tracks are not required to refund Pit Admission, UNLESS the event is NOT rescheduled.

In the event of a Weather Situation and there is less than 75% of the A-Main Starting Grid set, the event will be declared a Rain Out and the Program will re-started on the rescheduled Rain Date. Those Drivers in attendance at the original event will receive Show-Up Points.

If 75% or more of the A-Main Starting Grid is set and there is a Weather Situation, the program will begin at the point the delay occurred and NO additional Show-Up Points will be awarded. No additional entries will be accepted at the Rescheduled Event if 75% or more of the A-Main Starting Grid is set.

The A-Main must reach the halfway point before it will be considered a complete event in the event of a weather condition. If in the event weather should affect the A-main before the half way point, the event will be restarted at the point and the running order it was delayed by the weather situation.

Entry Fees paid to the Battle of the Bluegrass Open Wheel Modified Series will be applied to the re-scheduled event and will only be refunded if NO other events remain on the schedule.

RAIN DELAYS – In a rain delay situation, Battle of the Bluegrass Open Wheel Modified Series Officials reserve the right to amend the racing format in the interest of time restraints and/or scheduling conflicts. The format change will be made with the FANS & RACE TEAMS best interest in mind, and changes will only be made if an event is in jeopardy of being lost due to rescheduling availability, a time curfew or inclement weather. Under these circumstances the amount of laps for Time Trials, Heat Races and Main events may be shortened. In EXTREME CIRCUMSTANCES a NO QUALIFYING format may be used and Heat Race assignments will be determined by the qualifying order pill draw that took place at sign up.

PRERACE STAGING

Any driver that arrives late to a staging area, either in the pits, or on the track, may be required to start that event from the rear of the field. That shall include and not be limited to: Time Trials, Heats, B-Mains & A-Main.

A brief tech inspection will occur before each event, it is the drivers responsibility to be in line early enough to pass through this tech inspection prior to Time Trials, Heats, B-Mains & the A-main. If the driver is not in line early enough to pass thru tech, this will result in starting the rear of the field or missing that event.

RACE PROCEDURES AND RULES

Standard Flagging procedures will be used for each Event. If, for any reason, the Race is run one lap short or long, the Race is officially over when the Checkered Flag falls. After an on-track incident, the car or cars, that come to a stop on the race track, that were involved in the incident will be those that are sent to the rear before the restart. Any cars without contact that stop or spin out to avoid running into an incident will be allowed to keep their position in the line.

All original starts will be double file and start at the start cone placed midway between turn four and the starters stand. Front Row should approach the start cone at a moderate pace, keeping nosepieces as even as possible. Once the front row reaches the start cone they may accelerate and the race will be underway. Any driver jumping the original start will be warned for the first offense, second offense the driver will be moved back a row.

Brake checking on a start or restart will not be tolerated. If you change your pace coming to the green flag on a start or restart and cause damage to another car, you will be subject to be black -flagged from that race with no warning.

Once the green flag drops, the race is officially underway. On the original start and before one (1) complete lap is scored, if only one car is involved in a caution and stops on the track, that car will restart from the tail. If more than one (1) car is involved in a caution before one (1) lap is scored all cars involved in the caution that came to a stop will receive their original starting positions, provided there are no penalties to be assessed.

If any driver is penalized to the rear of the field before one (1) complete lap is scored, the remainder of the field should move straight up for double file start. No crossover of the field for re-line ups, unless there are 3 or more cars missing from a row, then field will be crossed.

Any car that *Deliberately* causes a Caution in the judgment of the Series Official or other Officials, after the Pace Laps have been started, OR under Green Flag conditions, OR as the Race is about to go back to Green **WILL BE SCORED ONE LAP DOWN**. The only exception to this rule will be made in the event of a flat tire. At all Events, a minimum of two courtesy laps will be given for a flat tire only. Causing a caution for the avoidance of being lapped, to gain a restart, or any other reason not related to a mechanical difficulty will be considered *Deliberate* and will result in that car being scored one lap down and possibly being black -flagged from that event.

Double-File Restarts will be implemented in all A Mains of Battle of the Bluegrass Open Wheel Modified Series events. Series Officials may at their discretion decide to abandon double -file restarts in the best interest of the event.

Once a caution is thrown cars must slow down. Field will be put into correct running order in a single-file line. ALL cars one (1) lap or more down to the leader will be placed at the rear of the single-file line. Once correct running order is established the field will be placed in Double -File Restart order. Leader of the race will be placed alone in front of the field. Second place car must signal to pre-designated on-track official choice of either inside or outside. Rest of field will line up double -file.

EXAMPLE #1: Second place driver chooses inside. Third place driver goes outside of second place, fourth place driver goes inside, fifth place driver goes outside of fourth place driver, etc.

EXAMPLE #2: Second place driver chooses outside. Third place driver goes inside of second place driver, fourth place driver goes outside, fifth place driver goes inside of fourth place driver, etc. Once field is properly aligned, you will be given the one to go signal.

All Heat Race are single file. Restarts must be nose to tail and start at the start cone placed between turn four and the starters stand. Leader may accelerate exiting turn four at a moderate pace approaching the start cone. If leader accelerates early, defined as accelerating anywhere other than the exit of turn four, the leader will be warned for first offense – second offense they will be moved back a position. Drivers, other than the leader, may not pass until they have passed the start cone. Doing so will be considered a jump start and result in positions being docked by however many cars you pass plus two (2) at the next caution period or at the end of the race. Any driver (including lead car) passing to the inside of the start cone or hitting the start cone will be penalized one spot at the next caution or at the end of the race.

Any driver racing off the race track to gain a position will be black flagged and scored last.

CAUTION PROCEDURES

There will be no racing back to the Caution, except on the last lap, after the White Flag has been shown to the Leader and the Leader has started his last lap and the racing surface is deemed safe.

In the event of a Caution, the car, or cars, involved in the incident that comes to a stop on the race track, will be sent to the rear. All cars that are indirectly involved in the accident (spinning or stopping to avoid the wreck) will be given their position back. In the event of either a Caution or a Red Flag, after one (1) lap has been scored, any car that goes into the Pits will rejoin the Field at the rear. In the event of a Caution or a Red Flag on the starting lap, Drivers may enter the pits for repair, and assume their original grid positions, provided that they have regained the Track before the one to go signal has been given. In all cases, either starts or restarts, if the one lap to go signal has been given, those rejoining after the signal must join the Field at the rear.

In the event of a Caution, all lapped cars will line up for the restart at the rear of the field by position on the race track, and according to the previously completed lap.

In the event of a Caution, since there will be no racing back to the Yellow Flag, the Field will line up for restarts in the order of the last completed Green Flag lap. In order to retain its' position, a car must have been in position for one complete Green Flag to Green Flag lap, including lapped cars.

Any Driver that spins, for any reason, as he is being lapped, or, is about to be lapped by the leader, and brings out the Caution will be scored one lap down from that point onwards in the race.

Any Driver or member of any Team who works on the car during a Caution or Red Flag, while the Car is still on the Track will be judged to have made a Pit Stop, and will be sent to the rear. Only Track or Series Officials may work on cars on the Track, and if the Officials are unable to fix a problem, they may send the car to the Pits. This Rule also applies in the event of an accident. Any driver that gets out of their race car will be done for that event.

The only pit stops allowed in Battle of the Bluegrass Open Wheel Modified Series competition is during the A-Main event. Any car pitting in a Heat Race or B-Main will not be allowed to re-enter the race and will not be scored. Any driver making a green flag pit stop during the A-Main will not be allowed to re-enter the event until the next caution period. Drivers will get two (2) courtesy laps to change a flat tire only. The courtesy laps begin when the official starter indicates that the line up is correct. Drivers will re-join the event at the tail. Designated Pit Area will be announced at the drivers meeting.

At tracks where the layout allows for a distinguished Hot & Cold pit area, cars entering the Cold pit area during an event will not be allowed to re-enter the track. Hot Pit area will be announced at the drivers meeting.

SPIN RULE

Any driver that is involved in two (2) single car incidents resulting in a caution flag will be black flagged from that event and sent to the pits.

HEAT RACE & B-MAIN ASSIGNMENTS

No car will be allowed to change Heat Race or B -Main Assignments under any circumstances.

ALTERNATES

Any Driver in the Feature, who is unable to start, will lose his position to an Alternate. Feature Drivers will be notified of their positions, and if you are not ready to go, it is fairly certain that the Alternates will be. Once an Alternate has been called forward to take your position, you may not reclaim that position.

No Alternates will be allowed to start after the field has pulled away from the starting grid. In the event that a Driver is unable to take up his assigned Grid Position, the following Cars will be moved forward to fill that position. The Grid will not be crossed and realigned. Alternates will join on at the back of the Field, and not in the empty positions.

Alternates will be determined according to Time Trials. The fastest car in Time Trials that does not transfer to the A-Main will be the first alternate, second fastest car that does not transfer will be the second alternate. Additional Points will only be awarded to Alternates if they have a Provisional available to use; otherwise no additional points are awarded to Alternates.

PENALTIES

Please note: There is a distinct difference between being given the Black Flag and being Disqualified.

Black Flag - means that you have been sent to the Pits and will take no further part in the current race, whether it is a Heat, Last Chance or Feature. Your car will not be scored from the Black Flag time onwards.

Disqualified - means that you will not be allowed to take any further part in the competition from that point on. No Points or Prize Money will be awarded in the event of a Disqualification whenever it occurs during a particular event.

If a Car is Black-flagged, it will not be scored from that point on. Failure to leave the Track after being Black -flagged may result in Disqualification.

ON TRACK PENALTIES

The following Penalties will be applied after normal Caution Procedures have been followed, unless special circumstances apply:

Under Green Flag or Caution Flag conditions, the Battle of the Bluegrass Open Wheel Modified Series Race Director reserves the right to invoke penalties or suspensions of any Driver whose actions are deemed to be overly aggressive, or fall into the category of "rough driving."

Drivers will be notified of any penalties that have been levied by the Race Director. All decisions shall be final.

Note: This rule is not intended to eliminate competition or accidental contact; however, is intended that deliberate contact and/or over-driving, will be penalized.

Any physical confrontation, either on the Race Track or in the Pits, will result in the Aggressor or Aggressors being suspended for the next three scheduled events and/or payment of a \$1,500 fine and/or the loss of 300 points.

A second offense will result in suspension for the rest of the Season.

Note: Any Driver who enters another Driver's Pit area will be deemed the Aggressor. Away from with driver's Pit area, both drivers will be considered Aggressors. Drivers should be aware that they will be held responsible for any members of their Race Team, and the above Penalties will apply even if the driver concerned is not directly involved.

Any incidents that occur during the last THREE Events of the Season could result in penalties being applied at the beginning of the following Season.

Any incidents that are judged to be "Deliberate Acts of Aggression", whether on or off the Track, under Green or Caution, will result in Disqualification.

The Battle of the Bluegrass Open Wheel Modified Series Director reserves the right to increase the above Penalties, depending on the severity of the incident.

TIME

ALL DRIVERS PLEASE NOTE: All Events will be conducted according to schedule in a timely manner. A-Main Features should be started by 10:30 p.m. whenever possible. Schedules will be posted in the Pits, as will Lineups and Qualifying Orders at the Battle of the Bluegrass Open Wheel Modified Series Official Trailer. It is your responsibility to adjust your work load accordingly and be ready when called.

A-Main Driver Introductions will begin (when format allows) at the end of a 10 minute time period after the conclusion of the last B-Main - if you are not in position by the required time during the program you will be replaced by an alternate.

It should also be noted that cars must be presented for Tech. Inspection when requested to do so by the Tech. Inspector or Series

Director. Delays in getting Tech. Inspection completed, or refusal to unload in a timely manner will result in offending Drivers being denied Hot Laps.

WEIGH-IN

All Cars will weigh in at the Scales immediately before, or following, their Qualifying Laps, as per the Weight Rule, and as per Track layout. The number of Cars to weigh in immediately following their Heat Races, and Last Chance Races will be announced during the drivers meeting. If only one Last Chance Feature is run, ALL transferring cars plus one must weigh in.

Following the A-Main, the top five (5) finishers must cross the scales and weigh in correctly. This includes the Winner who must weigh prior to any Winners' Interview or Trophy Presentation held on the front straight. To conserve time and in the interest of a professional event, the Drivers who finish second thru fifth should allow the winner to cross the scales first before blocking the scale area.

Note: All Cars must proceed directly from the race track to the Scales. Any detour, to anywhere, may result in disqualification or the offending Driver being relegated to last place. After Qualifying, any detour will result in Loss of Time. Should any Car stop on the way to the Scales, and be touched by anyone other than a Race Official, the Driver will be disqualified. No Exceptions.

Any Car that is light at the Scales after qualifying/Time Trials will lose it's time and start from the rear of a heat.

Any Car that is light at the Scales following a Heat race, Last Chance race or A-Main will be relegated to last place for that race.

CHANGES/SUBSTITUTIONS

At the discretion of the Race Director, drivers may change cars at any time between Qualifying and the start of the A -Main Feature. However, any change will result in the Driver starting in the rear of his Heat race, Last Chance race or assigned Main. If a Driver chooses to change cars after Hot Laps, that Driver will remain in his drawn position for Qualifying. Drivers and Teams should remember that once the Series Officials have been notified of a car change, the car being withdrawn shall not re-enter the Event for any reason and back-up car must pass Technical Inspection prior to competition.

It is the Driver's responsibility to notify the Series Director of any desired change so that Prize Money and/or Points may be awarded correctly.

At all races, once the Feature Race has pulled away from the starting grid, no car changes will be permitted.

It should be noted that certain procedural changes may have to be implemented during the Season. Any changes will only be made with the Drivers, Teams Promoters, and Fans best interests in mind. Example: In case of an Event being rescheduled at a later date.

ATTENTION ALL DRIVERS, TEAM OWNERS AND TEAM MEMBERS

Please remember that we are here because of the Fans, Promoters and the Sponsors. If they don't benefit...we won't. While we understand that this Competition involves substantial financial stakes, there is no excuse for bad or unruly behavior which would tend to bring the Series into disrepute.

The Battle of the Bluegrass Open Wheel Modified Series is a professional organization and will conduct itself so in it's dealings with everyone, including Fans, Drivers, Team Members, Series Sponsors, Team Sponsors, Tracks and the Press. The Series therefore expects the same from its Drivers, Team Members and Team Sponsors. The Series Management and Officials therefore reserve the right to take disciplinary action against anyone who brings the Series into disrepute by their actions, either on or off the track.

In the event of any Felony conviction of a Driver the disciplinary action shall be a minimum one -year ban from the Series beginning with the date of the conviction, or, the date of the completion of any incarceration subsequent to said conviction, whichever date shall last occur.

Disciplinary action may also include, but is not limited to, the right of the Series Management and Officials to suspend either temporarily, or permanently, any driver, team member or team sponsor whose actions, in the sole opinion and discretion of the Series Management and Officials, may have resulted in, or may result in, harm or detriment to the Battle of the Bluegrass Open Wheel Modified Series.

The Series Management and Officials also reserve the Right to request the removal of any derogatory or distasteful statements on any race car or hauler. Failure to comply with this request for removal may result in disqualification from some or all Battle of the Bluegrass Open Wheel Modified Series Events.

The decisions made, and the disciplinary actions taken, by the Series Management and Officials hereunder shall not be appealed by the Driver, Team Member or Team Sponsor affected thereby.

PLEASE NOTE: By Entering, Qualifying and/or Racing in a Battle of the Bluegrass Open Wheel Modified Series Event you are accepting these Rules and Regulations as being those under which you are prepared to race.

Any Driver entering and competing in a Battle of the Bluegrass Open Wheel Modified Series event acknowledges and accepts the following: Battle of the Bluegrass Open Wheel Modified Series and its assigns may use the Driver's names, pictures, likeness, and performances in any way, medium, or material. Including without limitations by and through, television, radio air-wave: cable and satellite broadcasts, film productions, videotape reproductions, audio-tape reproductions, transmissions over the Internet and public and private on-line service authorized by Battle of the Bluegrass Open Wheel Modified Series and the like, before, during and after the event for promoting, advertising, recording or reporting in the event or any other Battle of the Bluegrass Open Wheel Modified Series sanctioned event, and do hereby relinquish all rights there to for these purposes, provided however that the car owner and driver shall retain the exclusive use of its or his name; picture and likeness in connection with product endorsements and the sale of products, services, concessions and merchandise.