



2024 BLUE HEN DISPOSAL 602 MODIFIED RULES AND REGULATIONS

Engine Rules: GM Crate 602 engines only. Engines must remain in stock condition. Must be factory sealed by GM or an approved track or organization. Tampering with seals will result in an automatic full engine inspection at the owner's cost. All internal parts must remain stock (see: "Valve Springs" below). DIS Tech officials have the right to perform any tests including but not specific to rocker arms, pushrod and valve spring inspection, tests of cubic inch, compression ratio and Cam Doctor. Any engine competing with the DIS is subject to further testing and confiscation by SDM Promotions LLC.

Valve Springs: Any factory appearing Valve Spring is permitted so long as the Valve Spring remains under 1.250 OD. No additional tolerance will be permitted.

Carburetor/Fuel Delivery System: Carburetors must be 650, 650 HP or 750, 750 HP only. All carburetors must pass series go/nogo gauges (please contact series tech inspection team if you are unsure). Must be of Holley design: no billet center sections (billet base plate permitted). Metering blocks and bowls must be of stock appearing design. Booster height must remain stock, no cutting or polishing. 650-cfm and 750-cfm carburetors must have straight-leg boosters. One-inch carburetor spacer (maximum open hole). No divider or cutting marks. Drilling holes in throttle plates for proper idling permitted. Plugging vacuum ports permitted. Welding throttle shaft to linkage arm and drilling of idle or high-speed air correction jets is permitted. Only two (2) standard thickness carb gaskets permitted. Must run stock mechanical type fuel pump bolted to the engine, driven by the camshaft via a pushrod. No electric fuel pumps of any kind.

Distributor: Distributor: must be stock appearing. Welded distributors and/or lockout plates are permitted. Must have stock appearing module and coil.

Rev Box: All cars are required to utilize the MSD Digital Rev Box No. 8727 CT. All wires must be visible. No cutting of any wires permitted. Ground wire MUST be grounded to the intake only with nothing else attached. There is a spud on the left side of the intake between the carburetor and distributor for this purpose. A maximum RPM of 6,200 permitted. All boxes are subject to confiscation for further testing. Rev box must be mounted outside the reach of the driver in the engine compartment. Rev box RPM must be visible to series officials without removing the hood and/or panels. A small hole/opening is acceptable.

Body Rules: Door heights are as follows: maximum height of 41 inches on the left side and 40 inches on the right when measured 60 inches forward from the centerline of the rear axle.

Left-Side Measurement Points: 16 inches forward from centerline of rear axle: 45 inches maximum, 37 inches minimum
60 inches forward from centerline of rear axle: 41 inches maximum, 36 inches minimum.

Right-Side Measurement Points: 16 inches forward from centerline of rear axle: 44 inches maximum, 36 inches minimum
60 inches forward from centerline of rear axle: 40 inches maximum, 35 inches minimum
There cannot be more than a one-inch difference from left door to right door in split when measured from the ground.

Please reference the diagram below for door dimensions:

The maximum combined length of door and quarter together, front to back, is as follows:

- Left Side: 11 feet, 4.5 inches on the top of the combined door/quarter; 11 feet, 5 inches on the bottom of the combined door/quarter
- Right Side: 11 feet, three inches on both the top and bottom of the combined door/quarter Composite plastic material may be utilized for right-side doors and quarter-panels only. DIS Track Officials reserve the right to approve or deny on a case-by-case basis.

Rear spoiler rule maximum height: 50 inches – must be even from left to right. Minimum ground clearance of 6 inches in door skirting and 8-inch minimum for rear quarter-panel skirting.

Maximum body width, when measured at any point along the body line from front-to-back will be a maximum of 68 inches and minimum of 64 inches.

The maximum roof angle, per DIS gauge, is 6 degrees.

Offset or skewed bodies are not permitted. Aluminum surrounding fuel cell is optional at DIS.

All other measurements are to mirror the standard for Northeast dirt Modified racing. DIS Track Officials have final decision on any discrepancies.

Minimum Weight: All cars must weigh 2,350 lbs., post-race, with driver in car. Track scale pounds.

Ballast Weight: All lead ballast weight must be mounted between the frame rails using proper clamps with one (1) grade-8 bolt required for every 10 lbs. of lead being held. All lead should be painted white with and labeled with car number. No filling rubrails or body mounts with lead or other types of material. Weight is not permitted in axle tubes. No steel axle tubes.

Shocks: No remote canister shocks. Shocks can be adjustable, but all knobs or clickers may not be accessible while mounted on the race car. Must remove shock from the race car to change the compression/rebound and/or bleeds. The only adjustment allowed with the shock mounted on the car is gas pressure through a Schrader valve. All shocks must be on the open market and available for purchase. One (1) shock per corner ONLY.

Springs: One (1) spring per corner. No stack springs permitted. A maximum of one (1) 2 ¼ inch foam type rubber (Christmas-tree style) bump stop will be allowed. One (1) take-up spring with a maximum rate of 5 lbs. per corner permitted. One spring rod permitted on the rear of the car (either side).

Rubrails: Single or double rubrails permitted on either side.

In-Cockpit Adjustments: Panhard bar adjustors permitted. Brake bias permitted. Right-front shutoff permitted (only).

Water Pump: Any mechanical water pump – steel or aluminum – is allowed. Must be driven by the front-drive belt system. Electric water pumps are prohibited.

Headers: All headers permitted with the exception of stainless. Evacuation systems and vacuum pumps are prohibited.

Oiling System: Oil coolers are permitted. No external oil pump systems. Oil coolers can be mounted under or in front of the radiator or under the left-side wing area, no further back than the rubrail.

Fan: No electric fans. Plastic, steel or aluminum fans are permitted.

Rear-End/Driveline: No locker rear ends of any kind. Rears may be 8 or 10 inch ring-and-pinion. No midget rearends. Steel or aluminum yokes are permitted. Steel driveshafts only. No titanium driveshafts, jackshafts, axles or driveline components. No titanium rotors or bolts of any kind.

Data Acquisition: The use of data acquisition is prohibited during all DIS race events.

Traction Control: Traction control devices/systems of any kind are PROHIBITED. No driveshaft or wheel-speed sensors permitted. Titanium: Titanium is PROHIBITED anywhere on the car.

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Fuel: Crate 602 Sportsman program. VP FUELS or equivalent 91, (98 octane), Sunoco 98/100, Sunoco 110 - ONLY. NO OXYGENATED FUELS. Fuel is subject to testing by DIS Track Officials at any time.

Wheels: Steel or aluminum wheels are permitted. No titanium bolts are to be used for bead-locks or bolting together a wheel.

Tires: American Racer is the exclusive tire of the 2024 DIS 602 Modifieds. Approved compounds for the 2024 season are as follows: Front tires: American Racer 33 compound or harder; Left-rear: American Racer 44 compound or harder; Right-rear: American Racer 48 compound or harder. Any track or series stamp is legal. No specialty tires or blocktread tires permitted. No softening or chemically altering tires.

General Rules & Safety: The following minimum safety guidelines are in place for the 2024 season.

Seat Belt/Restraint System: All cars must be equipped with a minimum of an SFI 16.5 or SFI 16.1 approved restraint system. System will be eligible for use in competition for two years from the date of manufacture or the expiration date. Seat belt systems shall be installed and used in accordance with the manufacturer's instructions.

Protective Clothing: All drivers are required to wear a fire-resistant driving uniform meeting minimum SFI 3.2A/5 specification with label. Drivers must wear gloves at all times they are on the track. Driver's gloves must meet or exceed SFI 3.3 specification with label. Drivers should wear fire resistant accessories including head sock, under garments, shoes and socks. Shoes must meet the SFI 3.3 specifications with label.

Seats: All current seats must be constructed of aluminum or approved carbon fiber. Must be installed in accordance with seat manufacturer instructions.

Helmets: All drivers must wear a full-face helmet with a minimum safety rating of FIA 8860-2018, Snell SA 2020, Snell EA 2016 or Snell SA 2015.

Head And Neck Restraint: SFI 38.1 approved head and neck restraint recommended.

Fire Suppression System: Fire bottle/suppression system recommended.

HEAT-RACE/FEATURE LINE UP: Drivers will draw for starting position through “MYRACEPASS” for heat starting position. (switching of a car in a heat race only in extreme circumstances, incident in hot laps, etc.) with express permission from the DIS race director. Top finishers from the heat races transfer to the redraw. Redraw will be based on car count and number of heat races. This information will be given on the night of the event. The remainder of heat-race qualifiers go directly to the features. Consolations (8 laps) and provisional starters will set the remainder of the field. Should a driver miss their assigned heat race, they will be automatically tagged onto the tail of a consolation.

LAPPED CARS: In the event of a caution flag, lapped cars – in the order they are running – will remain in their scored position for the restart (heats, consolations and main events). In feature events only, if a driver one lap down is in first, driver will be waved around to the tail end of the lead lap cars. Any driver causing a caution will fall to the tail end of the field.

LINEUP CHANGES: In the event of a car “scratching” from a heat race, consolation or main event starting field, the cars behind said driver will “crisscross” to their new assigned position. The entire row will not move up.

PAYOUT: Race payouts will be available following the conclusion of racing at all DIS events. To avoid additional work for track employees, we do ask that you pick up your payout on race night!

PROTESTS: All protests must be handed in to the Head Technical Inspector within 10 minutes of the conclusion of the CLASS FEATURE. The protest fee must be paid at the time of protest.

Only the car owner or driver may submit to the protest. Any refusal of inspection or non-compliance with an official protest will result in the disqualification of the protested car.

If the protested car is found to be illegal, the protesting fee will be returned to the team filing the protest less the filing fee.

Any altercation relating to the incident with Officials and any other participants by the team filing the protest will nullify the objection.

Protest Fees are as follows:

Complete GM Crate 602 Tear Down - \$8,000 cash bond (\$100 Protest Fee)

Partial GM 602 Crate Tear Down - \$1,750 cash bond (\$100 Protest Fee)

General Protest: \$500 cash bond (\$100 Protest Fee)

Fuel Protest - \$300 cash bond (\$100 Protest Fee) Series officials reserve the right to ask for a legality test at any time.

Refusal of such by a race team will result in a disqualification.

Officials also reserve the right to deny any Protest Request.

Visual Protests may be filed up to 30 minutes prior to the start of a feature and must be accompanied by a cash bond of \$250 (\$50 Protest Fee).

Officials have sole discretion as to what is considered a visual protest.

Fines: All money received from drivers via fines will be added to the 2024 DIS Drivers Points Fund.

Transponders: AMB Transponders are REQUIRED for all DIS events. Transponder Mounting: Transponders must be mounted on the right side no less than 24 inches behind the rear axle centerline at a height of 12 to 18 inches from the ground. For optimum function, the transponder should be mounted as close to the ground as possible. Transponder should be mounted with no obstruction between the transponder and the ground.

Scoring: The decisions of DIS scorers and MYLAPS system at DIS events are final. Race teams have 10 minutes following the completion of an event to question the order of finish. Teams should contact the Pit Track Official with their comment/question. Finishes will be posted on each speedway lineup board shortly after the checkered waves at each event.

One-Way Radios: One-way radios are mandatory. Frequency is 454.000. NO two-way communication between driver and crew.

Two-Way Radio Communication: Two-way communication between driver and crew is strictly prohibited at all DIS events. Crews may not utilize radio communication with their driver.

One-way communication from DIS Track Officials only.

PROVISIONALS: Driver with highest points unable to qualify will be eligible for provisional starting position. The first race of the season will revert to 2023 final point standings. After one event is complete, 2024 current point standings will be utilized. Provisional starters will receive one-half green money. The driver granted a provisional position, will start at the tail end of the qualified field. One provisional start, per class and per event.

RACE DISTANCES: All heat races and consolations are a minimum of 8 laps, Feature 20 lap, unless a special event.

REGISTRATION FEE: At each event, the race-day registration is a minimum \$20 on race-day (increased registration may increase for special events). All entry forms for the 2024 season will be posted on delawareracing.com.

START/RESTARTS: All STARTS in Heat, Consolations and Features will start double-file. After Lap one is complete, all starts after lap one, will be Delaware Start with the driver leading the last scored lap to be on the point. All Positions (2 – 24) will be double file. In main events, all restarts with five (5) laps or less to go, will restart single file.

Jump Starts - one warning will be given, second jump, driver will go to the rear of the field. **Starter/race director/promoter reserves the right to revert to single-file restarts in the interests of time.** Any variations will be noted in the pre-race general information sheet.

ROUGH RIDING, RETALIATION & OVERAGGRESSIVE DRIVING: DIS officials will monitor all events for overaggressive driving and rough riding. Calls will be made at appropriate times; all calls will be final.

ENTRY POLICY: Drivers are permitted to enter a maximum of two cars for the event night. Driver is responsible for being on time and ready for their heat or features events. Track Officials will not hold any division due to a missing driver.

CONDUCT: Competitors, teams and fans attending any event on the property of the 302 Motorsports Park are expected to always act with respect toward each other and event officials. Drivers and car owners are responsible for the actions of their crews. Fighting and unsportsmanlike conduct will result in loss of points, disqualifications, fines and/or suspensions. Team members are not permitted on the speedway surface at any time without express permission of TRACK officials. Entering the speedway without permission will result in fines and/or suspension. Any driver exiting their vehicle other than for fire or danger to themselves will result in suspension. Automatic Suspension if a driver leaves the vehicle in a show of unsportsmanlike conduct towards another driver or track official.

DISQUALIFICATIONS: Drivers who are disqualified forfeit monies earned and points accrued for DIS event. Drivers who are disqualified will receive DNQ points for said event. In the event of a disqualification, all drivers behind the DQ car will be moved up a position and will be compensated as such with points and payout.

SOCIAL MEDIA CONDUCT: Competitors and Team Owners are independent contractors compensated via purse and point fund monies. Competitors are expected to uphold the integrity of this business relationship in all posts on social media. Any posts viewed as detrimental to the track, its officials, or marketing partners could result in a fine and/or suspension from competition.

ALL RULES ARE SUBJECT TO CHANGE AT ANY TIME BY MANAGEMENT OF DIS TO ENSURE COMPETITIVE BALANCE. ALL OFFICIALS' DECISIONS ARE FINAL!