



2024 MILLMAN'S NAPA AUTO PARTS BIG BLOCK MODIFIED RULES AND REGULATIONS

BACK-UP CAR: Any driver introducing a back-up car after the completion of qualifying (heat race or consolation) in a single-day show must start from the rear in their next event that night. This does not apply to multi-day events.

BALLAST WEIGHT: All lead ballast weights 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 rub rails or body mounts with lead or other type of material. Weight is not permitted in axle tubes. No steel axle tubes.

BODY RULES: Delaware International Speedway (DIS) will mandate windows only/standard bodies at all events. 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 STSS 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, 3 inches on both the top and bottom of the combined door/quarter
Composite plastic material may be utilized for the right-side doors and quarter-panels only.

DIS 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. 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 officials have final decision on all discrepancies.

BRAKES: All four (4) corners must have brake calipers and rotors. Brake shut offs are permitted. Random brake tests are possible at any time.

CHASSIS: Chassis, frame, rubrail and bumper specifications mirror those generally accepted in dirt Modified racing. Standard dirt Modified chassis only.

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.

CONTINGENCY CONNECTION AWARDS: All DIS events will include the new contingency connection awards. For your convenience, all Contingency Connection Sponsors are posted on www.delawareracing.com and will be broken up per-event and year-end. Every effort will be made to distribute special awards on race night; if not, they will be mailed after each event.

DATA ACQUISITION: The use of data acquisition is prohibited during all DIS race events.

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.

ENGINES & WEIGHTS: DIS Big- and small-block engine combinations are permitted to run. Engines must be carbureted (no fuel injection). Aluminum small-blocks are not permitted unless noted below. Small-block engines larger than 454 cubic inches are not permitted. Standard STSS South Region rules will apply for the 2024 season at DIS:

- “Delaware” Big-Block (more than 477 cubic inches) or all-aluminum Big-Block. Big Small block (364 -450 cubic inches): 2,500 lbs.
- Small-Block (max. 363 c.i. – post-race tolerance 370 c.i.): 2,400 lbs.
- Wegner LS 427 ‘Weekend Warrior’ Spec: 2,350 lbs. (must remain unaltered from Wegner)
- Sealed PA/NJ Spec Small-Block – open carburetor (methanol): 2,350 lbs.
- CT 525: 2,300 lbs.
- Sealed PA/NJ Spec Small-Block – open carburetor (gasoline): 2,275 lbs.
- W-16: 2,250 lbs. Alterations from these posted weights could be made for select events. Refer to general information sheet posted prior to each event.

NJ/PA Seals from Bridgeport, Grandview, New Egypt and Big Diamond will be the only accepted seals.

Weights are subject to change by DIS officials to maintain competitive balance.

EVENT INFO: All general/event information will be posted at least one month prior to each event on www.shorttracksuperseries.com. This information sheet will include pricing, times, etc.

FINES: All money received from drivers via fines will be added to the 2024 DIS Driver points fund.

FUEL: Gasoline or methanol is permitted. 110, 112 or HCR (114) or equivalent are the preferred fuel types.

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. The 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 to 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 ASSIGNMENTS: 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.

IN-COCKPIT ADJUSTMENTS: Brake bias and panhard adjustments ONLY inside the cockpit

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.

LOCKER REARS: The use of locker rear-ends is prohibited. Solid spool rears only.

ONE-WAY RADIOS: One-way radios/scanners are mandatory at all DIS events. The one-way radio frequency is 454.000.

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 turned 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 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: Wegner Automotive Weekend Warrior Protest Fee - \$2,000 cash bond (partial) or \$7,500 cash bond (complete teardown) Engine Teardown - \$1,750 cash bond (\$100 Protest Fee) General Protest: \$500 cash bond (\$100 Protest Fee) DIS 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. Track officials also reserve the right to deny any Protest.

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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 25 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.

SCORING: The decisions of DIS scorers are final. Race teams have 10 minutes following the completion of an event to question the order of finish. Teams should contact PIT TRACK OFFICIAL with their comment/question. Finishes will be posted on each speedway lineup board shortly after the checkered waves at each event.

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.

SOCIAL MEDIA CONDUCT: Competitors and Team Owners are independent contractors compensated by the series 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.

SUSPENSION: Suspension guidelines follow Short Track Super Series South Region:

- The front axle in all Modifieds must be a straight, one-piece axle manufactured from magnetic steel tubing.
- Split axles, dropped axles or independent front suspension not permitted.
- A-Frames and/or ball joints will not be permitted for steering axis (kingpin only).
- Four-wheel steering by the steering wheel and/or any type will not be permitted.
- Only approved Modified front spindles permitted.
- Independent front and/or rear suspensions will not be permitted. No Cantilever suspensions allowed.
- Only conventional type closed shock absorbers and/or approved shock absorbers will be permitted for competition. Only single-shaft shock absorbers will be permitted and all shock absorbers must remain closed on one (1) end via conventional design.
- Air shocks are not permitted.

- One (1) shock per corner.
- The minimum wheelbase is 106 inches and maximum of 110 inches with a maximum tolerance of one-half (1/2) inch when measured from the centerline of the rear axle to the centerline of the front axle for both left and right sides.
- The maximum front tread width will be 86 inches with a minimum of 74 inches. The maximum rear tread width will be 86 inches and a minimum of 80 inches. These measurements will be taken from the outside edge of the sidewall of the tires on each side.

TIRES: American Racer is the exclusive tire of the 2024 Delaware International Speedway. Standard compounds for South Region events 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 block-tread tires permitted. No chemically altering of tires permitted.

TRACTION CONTROL: The use of traction control devices is strictly prohibited. Vehicles suspected of traction control use by technical officials are subject to impound and inspection by DIS Tech Officials and Track Management. No driveshaft or wheel-speed sensors permitted.

TRANSPONDERS: AMB Transponders are required at all events. Transponders must be charged and fully functional for scoring purposes. 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.

TWO-WAY COMMUNICATION: Two-way communication between driver and crew is strictly prohibited. Crews may not utilize radio communication with their driver. One-way communication from the DIS Race Director or Track Official only.

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