

# 602 Modifieds 2017 RULEBOOK

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602 CHEVY CRATE MOTORS / 650 CARBS / AMERICAN RACER D970 TIRES  
75 GREEN FLAG LAP RACES WITH LUCKY DOG AND CONE RESTARTS  
MUST HAVE VALID DRIVERS LICENSE TO COMPETE

Tour Director / President : DAVID SELL

Race Director : BRAD ALLEN / Tech Director : BOBBY FOLEY

Assistant Motor Tech : JOHNNIE MURPHY / Tech Inspector : CARRINNE SHOFFNER

Assistant Tech Inspectors : LOGAN SHOFFNER : ALLEN LEWIS : DANIEL ALDERMAN

## ELIGIBILITY REQUIREMENTS:

All competitors must hold a valid and in-effect driver's license issued from the state of their listed residence. Drivers' license must be in effect at all times to compete in this series. Loss of drivers' license will mean loss of eligibility to compete. NO MINORS ALLOWED TO COMPETE IN THIS DIVISION.

## SERIES REGISTRATION:

All owners must pay **\$50** series number registration fee. This is NOT your race entry fee or pit pass fee. Number registration is good for 1 year. Numbers registered will remain in effect until first race month of following year. After first event an email notice will be given, informing holder that their number registration has expired and their registered number has fallen back into the available pool. No duplicate numbers or letters may be used in competition. Single or double digit numerals only.

## SAFETY EQUIPMENT:

IT IS THE RESPONSIBILITY OF THE DRIVER, NOT THE SERIES OFFICIALS OR THE PROMOTER OR THE SERIES REPRESENTATIVES OR TRACK REPRESENTATIVES, TO ENSURE THAT HIS/HER SAFETY DEVICES / SYSTEMS ARE APPROVED, CORRECTLY INSTALLED, MAINTAINED, PROPERLY USED.

- Each race car will have a working FIRE SYSTEM in the cockpit of the race car.
  - Each driver must wear appropriate racing attire. (Race suit, gloves, shoes and helmets)
  - Each race car must be equipped with intact, proper racing belts. It is the driver's responsibility to maintain belts per manufacturers specifications. Belts can be no more than five years old.
  - Each race car must be equipped with an approved racing seats.
- FUEL CELL: The use of a commercially manufactured fuel cell acceptable to Series Officials must be used.
    - Maximum of 22 gal fuel cell required. Must be centered in rear clip of chassis.
    - A fuel vent flap is recommended for all tracks
    - Full Lines Must be acceptable to series officials
  - ROLL BARS/ROLL CAGE: Roll bars and roll cage must meet specific car manufacturer's specifications and must be acceptable to series officials

\*\*\*\* If you are unsure of any rule, whether contained within these rules or not, it is the responsibility of the driver to question this prior to any competition. You may contact the Series Head Tech Official or Director to clear up any questions. It is the responsibility of the Driver, NOT the Series Technical Director or Series Promoter or Series Representatives or any Track Representative, to ensure that his / her race car meets the specifications noted prior to entering any Event.\*\*\*\*

\*\*\*\*All safety requirements, whether mentioned in regulations or not, are the sole responsibility of the driver, not series official or owners or track promoters or owners, to make sure they are in place and functioning properly.\*\*\*\*

ANY ITEMS NOT COVERED IN THE RULES AND REGULATIONS WILL BE AT SERIES' DISCRETION.

### **ENGINE:**

\*\*\* 602 GM CIRCLE TRACK CRATE ENGINE P/N 88958602 or 19258602

ANY QUESTIONS SHOULD BE DIRECTED TO BOBBY FOLEY / TECH DIRECTOR / bnfoley9@aol.com

- Valve springs must be stock for 602 engine.
- Polylock rocker arm nuts will be permitted.
- 602 Block may be bored up to .030 over.
- Sealed Power Pistons P/N H-815-DCP (std to .030) may be used.
- Hastings Rings P/N 2M-4860 (std to .030) or equivalent, may be used.
- NO GAPLESS RINGS ALLOWED, rings must have .015 end gap minimum
- Clevite Rod Bearings P/N 663-P (std to .030) may be used
- Clevite Main Bearings P/N 909-P (std to .030) may be used
- ANY spacer plate up to 1" will be allowed
- One paper gasket only max thickness .065 allowed on each side of spacer plate.
- GM Factory gaskets ONLY
- Offset air cleaner may be used for distributor clearance.
- Stock vibration dampener only! 8" is the stock 602 size.
- Oil pump must be stock. Melling P/N M-55 or M-155.
- Oil Pan may be changed to any 6 ½" or 7" circle track style pan.

\*\*\*Penalty:

PENALTY MAY BE TIER 1, 2, OR 3 AS DETERMINED BY TECH OFFICIAL

### **INTAKE:**

Chevy P/N 12366573 or Edelbrock P/N 7116 may be used.

NO CUTTING, PORTING OR POLISHING OF ANY TIME.

### **CARBURETOR:**

The Holley 650cfm P/N 0-80541-1 - THE ONLY APPROVED CARBURETOR.

Venturi size 1.25 / Throttle Bore 1.688 / NO MODIFICATIONS

### **HEADERS:**

ANY type mild steel headers are legal. NO STAINLESS STEEL HEADERS ALLOWED.

### **ENGINE COOLING SYSTEMS:**

The engine cooling system and components must be acceptable to Series Officials and meet to minimum requirements set forth in the rules contained in this rule book. Icing, freon type chemicals or refrigerants must not be used in or near the engine compartment. Additional water lines must not be added to or from the water pump or intake manifold to the cylinder heads or engine block. Portable cooling machines or cooling devices will not be permitted. Heating pads, blankets or any other heating devices will not be permitted for warming the cooling system.

#### WATER PUMP:

- Only aluminum or cast steel mechanical water pumps in the stock location, turning in the same direction of the crankshaft rotation, will be permitted.
- Water pump impellers may be altered.
- Coolant flow must be in the same direction as the approved production engine.
- Only standard production V-type or flat type V-ribbed belts and pulleys will be permitted.

#### RADIATOR:

- The radiator must remain stock appearing and remain standard position not to exceed two inches from vertical.
- Radiator dust or shaker screens will be permitted.
- Radiator installation must be acceptable to Series Officials.
- The radiator overflow tube may be located in the rear cowl area ahead of the windshield directed rearward or may be relocated to the rear of the car.

#### FAN:

- Engine-driven fans, if used, must be operational and belt driven from the crankshaft. Free spin or clutch type fans will not be permitted.
- Electric engine cooling fans are optional. When an electric fan is used, it must be mounted parallel to the radiator.
- If engine-driven fan is used, it must be standard magnetic steel or plastic fan with a min of four (4) blades. Removal of the fan blades or fan belt will not be permitted

#### ENGINE LUBRICATION:

Any oil is permissible. Combustion enhancing additives will not be permitted.

- Dry sump or air over systems will not be permitted.
- Oil drain line will not be permitted.
- Inside valve cover oiling systems will not be permitted.

\*\*\* Penalty / tech official discretion of tier level

#### **ELECTRICAL SYSTEMS:**

All ignition systems must be acceptable to Series Officials. Ignition System\*

- Electronic distributors will be permitted. All electronic distributors must be stock type housings, equipped with a magnetic pick up, gear driven, and mounted in the stock location.
- Single or dual point camshaft driven distributors will be permitted.
- Modifications to ignition amplifier boxes will not be permitted. Series Officials may use ignition amplifier boxes provided by respective manufacturer as a guide in determining whether or not modifications have been made.
- Computerized, multi coil, dual electronic firing module amplifier box, or crank trigger systems will not be permitted. Magnetos will not be permitted.
- Adjustable timing controls will not be permitted.
- Retard or delay devices will not be permitted.
- Accessories to regulate the power supply will not be permitted.
- The ignition amplifier box must have a six pin female connector attached to its output leads of the Packard Electric type (MSD part #8170) to facilitate manual operation and testing of the ignition components during inspection. The wiring sequence must be the same as General Motors or Ford ignition amplifier.
- A heavy red wire (positive to the battery) and a heavy black wire (negative to the ground) will be permitted. Any other wires will not be permitted to enter or exit the amplifier box.
- All ignition wiring harnesses, switches, and connectors must be acceptable to Series Officials. All wiring must be point to point and each wiring connection must be easily traceable and removable from the car for inspection purposes. Ignition system wiring should remain viable and accessible. Taping wires together, heat shrink wrap, and / or banded wire looms should not be used.

- Series Officials may, at their discretion, inspect, test, and / or destructively test ignition system components including ignition amplifier boxes, tachometers, distributors, etc.....
- All connectors must allow for the application of a sealing device applied by Series Officials.

\*\*\*Penalty:

PENALTY MAY BE TIER 1, 2, OR 3 AS DETERMINED BY TECH OFFICIAL

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#### SPARK PLUGS:

Any make or brand of spark plug may be used.

#### ALTERNATOR:

The alternator system when used must be mounted on the front of the engine in the standard location with the center of the alternator higher than the center of the of the water pump and must not exceed 14.9 volts of output.

#### STARTER:

The self-starter must be in working order and may be forward or rear mounted. Only standard factory OEM type production starters will be permitted. After the race is underway, cars may be started by hand pushing in the pit area only but under no circumstances is any car permitted to be rolled onto the racetrack from the pit area during race.

#### BATTERY:

Battery must be located between frame rails, between front and rear tires. Only one standard 12 Volt battery not to exceed 13.5 volts. No accessories to regulate power will be permitted.

#### SWITCH LOCATIONS:

All electrical switches must be operable and located within reach of the driver. The labeled on / off rotary type master switch with "on" being in the clockwise direction, must be located at or on the front of the dash panel in the center. The on / off switch must be wired to the battery cable in a manner that would cut off all electrical power in the car.

#### ACCESSORIES:

Except as provided below, cars and drivers will not be permitted to carry on board computers, automated electronic recording devices, electronically actuated devices, micro-controllers, processors, recording devices, electronic memory chips, traction control devices, even if inoperable or incomplete. Competitors will not be permitted to have or have had on his / her possession or in his / her car a device(s) at Event designed specifically to enhance the traction capabilities of the car, even if inoperable or incomplete.

GoPro style cameras may be used by competitors.

\*\*\*Penalty:

PENALTY MAY BE TIER 1, 2, OR 3 AS DETERMINED BY TECH OFFICIAL

#### RADIOS:

- Must be of two way voice communication type only, independent of the cars electrical system.
- Only one radio and one push to talk button will be permitted in each car.
- \* 2-way radios or "raceceiver" are required, unless approved before event by series' officials

#### DRIVE TRAIN:

The drive train system and components must be acceptable to Series Officials and meet the following requirements.

**CLUTCH:**

- Only mechanical foot pedal, cable or hydraulic operated clutches will be permitted. Pneumatic assisted clutches will not be permitted.
- The clutch assembly must be bolted to the flywheel located inside the bell housing.
- Multiple disc clutches will be permitted up to a maximum of three discs. The disc clutch housing assembly and cover must be made from aluminum or steel. The clutch cover must be push type design.
  - The minimum clutch disc diameter is 5-1/2 inches.
- Clutches must be a positive engagement design. Slider or slipper clutch designs will not be permitted.
- Only solid magnetic steel discs and solid magnetic steel floater plates will be permitted.

\*\*\*Penalty: Tier 1 or Tier 2 penalty as decided by tech official

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**FLYWHEEL:**

- Only a magnetic steel flywheel, will be permitted.

\*\*\*Penalty: Tier 1

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**TRANSMISSION:**

- Any transmission allowed, as long as, 2 forward and reverse gear are working.

**DRIVE SHAFT:**

- The drive shaft, universal joints, and yorks must be magnetic steel and be similar in design to the standard production type.
  - The drive shaft must be made of one piece magnetic steel.
    - Two 360 degree solid magnetic steel brackets, with no holes or slots, not less than 1 1/2 inches wide and 1/4 inch thick, must be placed around the drive shaft. The front bracket must be welded to the rear suspension crossmember and the rear bracket must be welded or bolted, with a minimum of two minimum 3/8 inch diameter bolts on each side, to the horizontal tunnel bar.

\*\*\* Penalty / non-steel driveshaft (Tier 1)

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**BELL HOUSING:**

Only metallic bell housings will be permitted.

- Bell housing must be the same design as an OEM-type production type bell housing. The bottom of the bell housing may be cut off horizontally a max of one inch below the bottom of the transmission. Cutting on the sides of the bell housing above this cut will not be permitted.
- Holes and/or other modifications that, in the judgment of Series Officials, have been made with the intent of weight reduction, will not be permitted.
- The starter mounting position must remain on the right side.

\*\*\* Penalty / tech official discretion of tier level

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**REAR ENDS:**

ANY QUICKCHANGE STYLE REAR END ASSEMBLY MAY BE USED. NO STRAIGHT REAR ENDS. 9" FORD REAREND IS LEGAL.

**BODY TYPES:**

- Any metallic body style/material is legal Hood cowl and roof may be non-metallic
- Rear spoiler may be a maximum of 7 inches high and 58 inches long.
- Inside trunk area sheet metal may be left open. Driver's compartment must be enclosed.

### **HEIGHT & WEIGHT:**

- FRAME HEIGHTS: NO minimum frame height
- CAR HEIGHT:
  - NO adjustments allowed in driver's compartment.
  - NO electrical, pneumatic, hydraulic, remote control, or any other device that changes the handling characteristics or height of car will be permitted.
- WEIGHT:
  - 2650 pounds total with a minimum right side weight of 1165 pounds, with a maximum of 56% left side weight

ANY COMPETITOR USING A STOCK CRATE 602 (NO OVERBORE / GMPP INTAKE & PISTONS) may race at 2625 pounds.

ANY COMPETITOR CLAIMING TO BE STOCK CRATE 602 AND FOUND OTHERWISE WILL BE FINED \$1000.

\*\*\*Penalty:

Qualifying too light. More than .5% - time disallowed. Race too light - finish in last position (allowance will be made for fuel burnoff - determined by tech director)

### **WHEELS / TIRES / BRAKES:**

- WHEELS:
  - 15" x 10" steel wheels only - 5 lugs - 5x5 or wide 5 hubs allowed
  - Wheels can have ANY offset
  - All 4 wheels must be the same width of 10"
  - No bleeder valves permitted
  - At least 1-1/2 to 2 threads must be visible outside the lug nut on all 4 wheel studs.
- TIRES: American Racer D970 may be brought from home or bought at track day of event.
- TREAD WIDTH: Tread width must be 84" maximum +/- 1/4" front and rear.
- WHEELBASE: 104" or longer
- BRAKES: Any brake combination may be used.

\*\*\*Penalty: non steel (tier 1), bleeder valves / wheelbase (tier 2), tread width (tier 3)

### **CHASSIS & SUSPENSION:**

All suspension systems, components, and parts must be acceptable to Series Officials. Unless otherwise authorized by Series Officials, non-ferrous suspensions parts will not be permitted. The following minimum requirements must be met:

#### • SHOCKS / SPRINGS:

Any combination of shocks and springs may be permitted, including remote reservoir, coil binding and bump stopping.

#### • REAR SUSPENSION:

ANY STYLE REAR SUSPENSION AND COMPONENTS MAY BE USED. FOR SAFETY PURPOSES: All trailing arms and brackets, and all linkages of any type must be acceptable to Series Officials.

• **STEERING:**

Any rack and pinion system allowed.

**PROTEST PROCEDURES:**

- Any protest must be in writing and given to the Head 602 Tour Tech Official along with protest money, cash only!. If car in question is found legal series will keep protest money. If car is found ILLEGAL, money will be returned to protestor minus any tech director fee.
- Protest to Motor - Must be in writing and presented to 602 Tour Head Tech Official within 15 min of completion of race. Intake--\$200.00 / Heads--\$375.00 / Camshaft -- \$400 / Bore and Stroke--\$650.00 / Crank Shaft Rods and Pistons--\$900.00
- The Series reserves the right to look at any car and components at any time before or after completion of race.
- Protestor must finish within 3 spots of protested car/driver to be able to file protest.
- If protested competitor refuses to comply with protest, they will be immediately disqualified from event and awarded no points or money. Competitor will also be suspended for 1 event.

**CONDUCT:**

Racing is a passionate sport that brings together many personality types and puts them in a sometimes volatile mixture. Drivers and crew should conduct themselves in a professional manner at all times, or be subjected to punishment deemed appropriate, up to and including lifetime suspension and/or monetary fines. A review of any occurrence will be deliberated upon by all of the series officials and an appropriate punishment will be delivered to the offending parties by the race director and/or tour director. Any fines collected will go into the end of year series points fund.

**RULES VIOLATIONS:** (through inspection or protest)

**TIER 1:** Blatant disregard to circumvent rules for a competition advantage.

Penalty: No points, no money, infraction must be fixed before further competition is allowed. \$500 fine. Probation for remainder of racing year. 2<sup>nd</sup> offense. \$1000 fine and 1 calendar year suspension.

**TIER 2:** Misinterpretation of rules that causes a competitive advantage.

Penalty: No points, no money, infraction must be fixed before further competition is allowed. \$100 fine. 2<sup>nd</sup> offense. \$500 fine

**TIER 3:** Race Director determination that rules were violated in a non-malicious fashion.

Penalty: No points, no money, infraction must be fixed before further competition is allowed

## **PURSE & TRAVEL BONUS:**

PURSE: \$6600

1st) \$1000 2nd) \$600 3rd) \$500 4th) \$400 5th) \$300 6th) \$275 7th) \$250  
8th) \$225 9th) \$200 10th) \$190 11th) \$180 12th) \$170 13th) \$160 14th-28th)  
\$150

## **TOW MONEY BONUS: \$500** (when fund is established)

Top 10 competitors in current points will receive a \$50 travel bonus to next race. Payable on raceday.

## **POINTS FUND** (up to \$20,000):

A points fund is paid to the top 15 finishers in the year end points. Competitor receiving points fund money must have appeared at 75% of events

1st) 18% 2nd) 13% 3rd) 11% 4th) 10% 5th) 9% 6th) 8% 7th) 7%  
8th) 6% 9th) 5% 10th) 4% 11th) 3% 12th) 2% 13th) 1% 14th) 1%

### POINTS FUND POTENTIAL INCOME:

CONTINGENCIES, ENTRY FEES (may be sold to tracks as part of incentive package),  
NUMBER REGISTRATION, TIRES (may be sold to tracks as part of incentive package),  
FINES, FUEL PROFITS, PARTS TRUCK FEES, ONLINE STORE SALES

## **POINTS SYSTEM & RACE PROCEDURES:**

1st) 50 2nd) 46 3rd) 44 4th) 42 5th) 40 6th) 38 7th) 36 8th) 34 9th) 32  
10th) 30 11th) 28 12th) 26 13th) 24 14th) 22 15th) 20 16th) 18 17th) 16  
18th) 14 19th) 12 20th) 10 21st) 9 22nd) 8 23rd) 7 24th) 6 25th) 5  
26th) 4 27th) 3 28th) 2

4 bonus points for pole / 3 bonus points most laps lead / 3 bonus points for most  
improved positions from start (from qualifying position / farthest back wins tie breaker)  
1 point for anyone not making feature

LUCKY DOG TO FIRST CAR 1 LAP DOWN / CONE RESTARTS  
ONLY GREEN FLAG LAPS COUNT