



DUCK RIVER RACEWAY PARK OPEN WHEEL MODIFIED RULES 2025

Safety Rules

Safety Rules for Duck River Raceway Park will be followed the same as CRUSA Modified Sportsman.

- A. Safety is the primary responsibility of the RACER!!
- B. Series recommends Drivers have a SFI-Approved full fire suit (top and bottom), gloves, and shoes. Full Fire Suit (top and bottom or one-piece) is required (SFI rating optional, but highly recommended).
- C. Snell rated SA2010, SA2015, SA2020 full-face helmet required.
- D. Series recommends the use of a head and neck restraint system, but is not required.
- E. Series recommends 5 lb. halon fire system.
- F. All cars must have a kill switch within easy reach of the driver, and clearly marked "Off" and "On".
- G. All cars must have a quality fuel cell with roll over valve(check valve) in fuel cell vent. 8. Minimum three(3) inch wide, two(2) inch if using head and neck restraint, SFI-Approved five point safety belts, mounted securely to the roll cage. (Recommend belts be no more than two years old.)
- H. Any pre-race technical/safety inspection and car or equipment deemed unsafe by officials will result in not being allowed to compete. Official's decisions are final!
- I. All track specific general safety rules or requirements will apply at all times to all participants(i.e. window nets, gloves, door plates, head and neck restraints, etc.) at that track.
- J. RaceCeiver one way radios are REQUIRED at every sanctioned event. Failure to have a RaceCeiver(or equivalent one-way device) could result in disqualification. Malfunction of such device (i.e. dead battery, ear phone failure, etc.) will not constitute any penalty.
- K. NO two-way radios, cell phones, or other communication devices will be allowed. RaceCeiver is the ONLY communication device permitted. Drivers caught with any other communication device will be disqualified for that event (heat and feature). No lighted signal devices(light sticks, flashlights, cell phones, etc.)
- L. No mirrors are allowed at any location on the car.



- M. ALL weight/lead must be painted white and include the car number. Weight must be securely fastened to the car with a minimum two (2) ½” diameter bolts. No weight may be attached to the back bumper. Losing weight in any race (i.e. heat, b-main, feature) will result in disqualification for that event.

Engine Rules:

Engine Option #1:

1. Chevrolet Performance Part #88958602/19258602/88858602 (CT 350) Commonly referred to as “602” engine.
2. These engines are sealed at the intake manifold, cylinder head, front cover, and oil pan with Chevrolet Performance cap seals, which are installed at the Chevrolet Performance factory. Engines MUST be sealed in these six(6) locations with either Chevrolet Performance cap seals, or approved aftermarket seals.
3. The ONLY aftermarket seals allowed for competition are: a. GM twist off bolt engines will NOT be legal. b. Chevrolet Performance cap seals c. Crate USA Gen IV(Green) or Gen V(Black) cable seals, RUSH cable seals, IMCA cable seals allowed. d. NOTE: Crate USA Gen V (LIGHT BLUE) Seals are allowed. These seals will begin with number 406XXX. e. NO ACAS, NDRA, FASTRAK, Crate USA Gen I (Silver), Gen II (Blue) or Gen III (Yellow) will be allowed. f. To compete with ANY other seal/sealing system contact SSMS for approval.
4. Crate engines must not be altered, modified, or changed from factory specs, unless any such alteration, modification, or change is approved by SSMS. SSMS authorized rebuilders will be notified of any such alterations, modifications, or change.
5. Any seals that have been removed or tampered with will make the engine illegal and not eligible for competition. The penalty for anyone tampering with seals, modifying any internal engine parts, or changing the parts from stock as delivered sealed from the factory will be subject to expulsion from racing in any SSMS sanctioned event for the remainder of the season and future seasons, as determined by officials.
6. No changes are allowed to the engine including the intake manifold, heads, valve covers, front cover, oil pan, harmonic balancer, or any other part(s) on or in the engine.
7. Engine’s Chevrolet Performance serial number, and when applicable, SSMS build certification number, must be clearly visible to series technical inspectors.



Engine Option #2:

1. 362 cubic inch maximum, factory steel production blocks.
2. Any cast iron OEM valve angle steel heads (Chevrolet 23*, Dodge 18*, Ford 20*). No porting or polishing of cylinder head. No aluminum heads.
3. Max valve size: 2.02" intake, and 1.6" exhaust.
4. Any aluminum or cast iron intake manifolds. No porting or polishing.
5. Steel or cast cranks and rods. No exotic material cranks or rods (ex.: aluminum or titanium)
6. Flat top pistons only.
7. Any flat tappet camshaft only. No roller cams.
8. Timing chains only. No gear drives.
9. Stud mount rockers only. No stud girdles.
10. Stock diameter valve springs only. 1.260" maximum O.D. Beehive springs allowed, 1.320" maximum O.D., ANY manufacturer (Chevy, Ford, or Dodge). NO double valve springs.

Engine Protests:

1. Protest fee for a complete tear down on an engine that finishes the feature event is \$1,200. Complete tear down is the only option available. The protest fee must be paid to the race director or technical director, in cash, within 10 minutes after the checkered flag has fallen on the feature. Must finish in the top 5 to be eligible to protest. \$100 of protest fee will go to the track. Remainder of the protest money (\$1100) will go to the winner of protest. Any part or parts found to be illegal will be confiscated.
2. Any time an engine is protested, and driver/car owner accepts the protest and agrees to tear down, the engine being protested, along with the carburetor, must be removed and impounded by racetrack immediately. Arrangements for Technical Director to inspect engine will be made, and parties involved will be made aware of time and location of inspection that is suitable to all. Any refusal for removal, impound, or inspection will result in disqualification.
3. There will be NO counter/reverse protesting or claims allowed (cannot protest car finishing behind you).
6. Only two (2) people from the car being protested, and the driver filing the protest will be allowed in the determined tech area during any tear down. Driver initiating the protest must be present, unless extreme circumstance and arrangement is made with officials. All official's decisions are final.



7. Failure and/or refusal to tear down any engine or refusal to allow your car to be inspected by series officials at any time will result in:

First offense- loss of points and money for that event

Second offense- 365-day suspension and loss of points for that season

Weight Rules:

1. Cars equipped with Chevrolet Performance 602(Engine Option #1) must weigh 2,400 lbs.
2. Cars equipped with engines falling under Engine Option #2 Rules must weigh 2,600 lbs.
3. All cars will be allowed a 1 lb. per green flag lap burnoff allowance at the completion of any race (example: 8 lap heat race = 8 lb. allowance).
4. Each track's on-site scales will be the official scales used to determine the official weight of each car.
5. ALL weight/lead must be painted white and include the car number. Weight must be securely fastened to the car with a minimum two (2) 1/2" diameter bolts. No weight may be attached to the back bumper. Losing weight in any race (i.e. heat, b-main, feature) will result in disqualification for that event.
6. Declared weight must be displayed legibly on both sides of the roof.

Engine Setback Rule:

1. Engine bell housing flange to center of axle tube – 70" minimum

Carburetor Rules:

1. Engine Option #2 – 500 CFM 2 barrels only.
 2. 2 Barrel carburetors will be checked with go-no-go gauges top to bottom.
 3. Either engine Option may run 1" maximum carburetor spacer or adapter, not both, .040" tolerance. At no point may spacer extend into intake manifold area. Two (2) standard thickness carburetor gaskets, .070" maximum thickness allowed.
 4. Engine Option #1 – may run one (1) four-barrel carburetor only.
 5. All carburetors (for both engine options) must have conventional style floats along with needles and seats.
- NO individual cylinder tuning or equivalent allowed.



6. All carburetors (for both engine options) must have conventional "Holley-style" straight or down leg boosters. NO exceptions. NO super bowl type carburetors allowed. Willy's Equalizer Carburetor OK.

Distributor Rules:

1. No magnetos
2. MSD is ok – 6AL or 6ALN MSD box ONLY.
3. Series or track reserve the right to change MSD boxes with any car at any time.
4. No electronic traction control devices allowed. MSD boxes may be confiscated by series at any time.
5. Drivers finishing in the top 5 may protest another top 5 finishers box for \$100. DRRP keeps a \$100 protest fee.

Water Pump and Power Steering Pump Rules:

1. Stock type cast or aluminum water pump permitted.
2. No electric water pumps.
3. Manual fans only. No electric fans.
4. No reverse mount power steering pumps.

Exhaust Rules:

1. Collector type headers required. Must have four (4) tubes into one (1) collector.
2. Mufflers are not required, UNLESS track mandates them. If mandated, mufflers must have some type of internal noise dampening characteristics i.e. baffles, extruded holes, screen, chambered, etc.
3. No tri-y headers or merged headers allowed.
4. No square tube headers.

Roll Cage Rules:

1. Must be constructed of minimum 1.50" O.D. steel tubing, with a minimum wall thickness of .095".
2. Minimum of 3 door bars, minimum of 1.50" O.D. steel tubing and .083" minimum wall thickness on driver's side.
3. Minimum of 2 door bars on passenger side
4. Driver's head/helmet must not protrude outside of the cage with the helmet on.

Body Rules:



1. Crate Racing Modified Sportsman body rules will apply
2. Full size fiberglass or aluminum roofs. No dished roofs.
3. Cars may NOT run topless, unless stated ahead of time that event will be topless.
4. Sail panels – must be solid and meet specifications in the Crate Racing diagram. Must be mounted within 2” of the outside edge of the interior deck.
5. Rear spoiler – 4” maximum material height and maximum 67” wide. Maximum three (3) spoiler braces allowed, must be mounted in line, of equal material. No wings, lips, or fins of any type allowed.
6. Nose panel must be flat, with a maximum 2” side fins allowed on the nose. **May run the plastic 5 star modified nose or equivalent.**
7. Engine compartment must remain open, with no side panels.
8. Nose pieces may be maximum 42” width, centered between frame rails, and must not extend past the leading edge of the front bumper.
9. Front bumpers are required. Under the sheet metal is allowed.
10. 38” maximum deck height at any point with driver in car, checked before car goes on track
11. No rub rails, or any bars of any type outside of the tires/body panels allowed.

Transmission and Driveline Rules:

1. No straight/direct drives. No in or out boxes.
2. Bert, Brinn, or equivalent ok.
3. Drive shaft loop mandatory on all cars. Must be mounted 5” to 8” behind the front U-joint of the drive shaft.
4. All drive shafts must be painted white for safety.
5. Carbon fiber driveshafts are encouraged for safety but not required.
6. Reverse mount bellhousings allowed.

Suspension Rules:

1. No data acquisition devices of any type allowed.
2. Front Suspension:
 - A. Factory production completed 1960 or newer parallel American passenger car frames only.
 - B. Packers, bumps stops, biscuits, chains or any other material meant to limit suspension travel is not allowed. No progressive springs. **One spring rubber allowed per corner**



- C. Front suspension must remain stock type for the type of frame being used. Steel aftermarket parts may be used as stock components but must mount in the stock location and be the same size as the OEM parts. This includes lower tubular A-frames. If using lower tubular A-frames, they must match factory specs +/- 1". All parts must meet OE specs and match side to side. GM 1978-1988 metric "G" body frames are permitted to use the Nova lower "A" frames. Bottom A-frames may not be altered, lightened or moved and must match side to side.
- D. Any stock passenger car spindles.
- E. One spring allowed on each corner. Must be a minimum of 5" diameter.
- F. Tubular upper A-frames allowed. Upper A-frame mounts may be relocated.
- G. No bump stops of any type allowed.
- H. No chains/limiters of any type allowed.
- I. Stock type steering box. No rack and pinion. Steering quickener ok. Idler arm, pitman arm and center link must match frame..
- J. Tie rods may be tubular and made with heim joints.
- K. Steel brake rotors and calipers only. No aluminum suspension parts allowed.

3. Rear Suspension:

- a. **One spring rubber allowed per corner.** No progressive springs.
- b. Quick change rear ends allowed. Magnetic steel axle tubes, hubs, rotors, and drive flanges only. No gun drilled axles.
- c. Steel brake rotors and calipers only. NO brake floaters.
- d. All rear suspension mounts and/or brackets must be welded or bolted solid.
- e. One spring and shock allowed on each corner. All springs must be a minimum of 5".
- f. All rear springs must be mounted in the centerline of rear end housing.
- g. No sliders, or coilovers.
- h. Three(3) link suspension setups must adhere to the following requirements:
 - I. Lower control arms must be a maximum length of 24" and minimum of 15".
 - II. Upper control arm should be constructed of solid material with no bushings or springs located at the top center of the rear end housing and remain centered over the rear end housing and top of the drive shaft(1" tolerance). No movable brackets.
 - III. One] panhard bar, minimum 23" length, may be mounted behind the rear end housing.



IV. J-bar may be used, minimum 19 ½" length. Must be mounted from left side of chassis to the right side of the drive shaft.

V. Rear springs must be mounted on top of axle tube. Center of spring must be center of axle tube. No offsetting spring mount from axle centerline.

4. Leaf spring suspension – any leaf spring allowed. No coil springs allowed.

5. No bump stops of any type allowed.

6. Solid limiting chain only, no bushing or spring limiters.

7. No aluminum suspension parts allowed, except panhard bar mount at frame and on pinion.

Chassis and Frame Rule:

1. Wheelbase – minimum 108", maximum 112". No tolerance.

Fuel, Fuel Cell, and Fuel Pump Rules:

1. An approved fuel cell must be securely mounted in the trunk area of the car, inside a .20 gauge metal box supported by a minimum of 2" x 1/8" steel straps.

2. Gasoline, Racing Gas, or E-85 fuel allowed. No methanol or alcohol. None of the following chemicals are allowed in any fuel used for competition: No nitrous oxide, propylene oxide, nitroethane, MTBE, hydrazine, or ethylhexanol.

a. Gasoline or Race Gas – specific gravity NOT to exceed .744 at 60 degrees. Any gasoline or race gas with a specific gravity of .745 or greater will be disqualified. Fuel is subject to testing on site, or fuel samples may be taken and sent to an independent lab for testing.

b. E-85 – specific gravity not to exceed .7855 at 60 degrees. Any E-85 with a specific gravity of .7856 or greater will be disqualified. Fuel is subject to testing on site, or fuel samples may be taken and sent to an independent lab for testing.

c. It is the competitor's responsibility to know what is being put into their fuel cell.

3. Drivers finishing in the top 5 may protest the fuel of cars or cars finishing ahead of them. Protest fee is \$150. Driver filing.



the protest must have money with them and notify track or series officials within 5 minutes of the checkered flag in that event.

Fuel sample(s) will be taken and sent to an independent lab chosen by the series for testing. All official's decisions and lab results are final and official.

4. Penalties for any illegal fuel are as follows:

- a. First Offense - \$500 fine and 30-day suspension from any sanctioned events
- b. Second Offense - \$1,000 fine and 90-day suspension from any sanctioned events
- c. ALL OFFICIAL'S DECISIONS ARE FINAL, AND INDEPENDENT LAB USED WILL BE AT SERIES' DISCRETION.

5. Mechanical fuel pump only. Must be mounted in stock location

Shock Rule:

1. Steel bodied, symmetric (same size/diameter), non-adjustable shocks only. No Schrader valve shocks. No piercing valves.

Shock valving or gas pressure may not be adjustable at the racetrack. No shock covers. No air shocks. No remote reservoir shocks.

2. Front shocks must extend 7" minimum and must be fully collapsible. Rear shocks must extend 9" and must be fully collapsible, no coilovers on any corner, no exceptions.

NO INTERNAL BUMP STOPS ALLOWED.

3. Shock Claim:

a. \$300 per shock

b. Car claiming shock(s) must finish in the top 5 and on the lead lap. Claims must be made to Tech Official within 5 minutes after the checkered flag falls on the feature event.

c. No reverse shock claims (cannot claim shocks from car finishing behind you)

d. Refusal to allow shocks to be claimed or confiscated by officials will result in driver losing all points and money for that event, and face the following punishment:

i. First Offense – 2-race suspension from any sanctioned event and \$250 fine

ii. Second Offense – 5 race suspension from any sanctioned event and \$500 fine

iii. Third Offense – 365-day suspension from any sanctioned event and \$1,000 fine



Tire and Wheel Rules:

1. 8" maximum steel wheels. Beadlocks allowed. Stock type lug pattern only.
2. No wide 5 wheels or adapters.
3. Wheel covers must be securely fastened. Recommend that wheel covers have a minimum of 5 mounting points. Wheel covers having only 3 attachment points must be bolted on at all 3 points using a minimum 1/4" or 5/16" magnetic steel hex head bolt and fastening (nut assembly) system. Cars that lose a wheel cover may be subject to disqualification.
4. Hoosier H500 tires or American Racer AR500/EXTRA or STOCKER HARD
5. Grooving or siping are allowed. Grinding/buffing is permitted. NO drilling.
6. Tires must remain in factory manufactured condition. Any alteration from factory manufactured conditions is prohibited. All decisions are final.
7. No chemically altering of tires.
8. Tires must punch 55 at ambient temperature (cold). The series' durometer is the official durometer and testing method of punch number rule. Any tire failing to punch properly will be subject to further test methods and disqualification. Tire(s) in questions may be confiscated and tested by any means deemed necessary by track or series' officials. All decisions are final.
9. Drivers finishing in the top 5 may protest the tire of a car or cars finishing ahead of them. Protest fee is \$150. Driver filing protesters must have money with them and notify track or series officials within 5 minutes of the checkered flag in that event, drivers will use their own grooving iron to take samples. Tire samples will be taken and sent to an independent lab chosen by the series for testing. All official's decisions and lab results are final and official.
10. Penalties for illegal tires:
 - a. First Offense - \$500 fine and 3 race suspension from any sanctioned event
 - b. Second Offense - \$1,000 fine and 1 year suspension from any sanctioned event
 - c. Failure to allow any tire(s) to be confiscated will result in an additional \$500 per tire fine added to any other fines and penalties. All decisions are final.



Fines, Penalties, and Suspensions:

1. Pre-Race Technical Violation(s): Any technical violation(s) discovered during pre-race technical inspection, the driver will be notified of violation(s), and the car must be fully in compliance before allowed to compete.
2. By entering and/or competing in any DRRP event, drivers, car owners, and team members waive any right to file an appeal. All official's decisions are final.
3. All decisions of series officials and/or the promoter regarding the application or interpretation of the rules, and the scoring of finishing positions shall be non-litigable. All participants agree that they will not initiate any legal action against DRRP, the promoter, or officials to challenge any decision, to seek monetary damages, to seek injunctive relief, or to seek any kind of legal remedy. Any such legal action pursued by a participant which violates this provision, the participant (driver) and/or owner expressly agrees to reimburse DRRP for all its attorney fees and costs in defending against such legal action.
4. By signing the annual membership/registration agreement, participants agree that they will comply with the written rules and procedures of DRRP.

Brake Checking:

A.) 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 disqualification from that race with no warning.