

Duck River Raceway Park 2021

FACTORY STOCK RULES

These rules are to tell you what you can do. If it is not in the rules and you do it, it is **NOT LEGAL** unless cleared by Duck River Raceway Park Tech inspector.

The Statement: Unless it came on a stock, mass produced vehicle, it is **NOT LEGAL UNLESS SPECIFIED HERE!** If it came on a stock, mass produced vehicle and it is prohibited here, it is **NOT LEGAL!** All dimensions are referenced as the car is raced. Your tire pressures, spring settings, etc. may put your car out of limits. No variances are allowed when/if the cars are checked/weighed going onto the track. Following the race, decisions on variances for accident is at the discretion of the Duck River Raceway Park Tech Inspector(s).

ELIGIBLE MAKES/MODELS:

Any Chrysler, Ford or GM model car that was/is mass-produced for the United States Market. Check with track before you build.

MATERIALS:

No ceramic or carbon fiber parts allowed.

RADIATOR:

One, mounted in front of the engine for the purpose of cooling water and, optionally, to cool an automatic transmission.

ENGINE:

Location: Stock location for Make / Model / Year.

NO MORE than 180lbs compression. No Vacuum Pumps.

BLOCK: Stock based, steel, small block not to exceed 362 CI. Must be stock bore (+60 okay) and stroke. NO stroker/hybrids (No 383 CI Chevys, No 347 Fords, etc.) All engine casting numbers stamped on the engine must be unaltered. **No 400 small block Chevrolet engines allowed.**

CAM: Chain driven. **Solid or hydraulic cam shaft (480) lift.**

LIFTERS: Solid or hydraulic. No rollers or mushrooms. No ceramic.

PISTONS: Dished or Flat. No Domes.

RODS: OEM length. Example: SBC must be 5.7" I-Beam Rods No 6" rods. H-Beam rods are legal. .

HEADS: OEM iron heads. Vortec heads okay, Vortec copy okay. Not to exceed 173 intake runner volume. No Porting or Polishing. OEM style stamped steel rockers. Roller rockers are allowed. Roller tipped rockers are allowed. Screw in studs and guide plates OKAY. No Porting/Polishing. Stock diameter valve springs.

VALVES: Maximum of 2 valves per cylinder. **Max intake is 1.94. Max exhaust is 1.60.** Stock diameter valves.

CARBURETOR: One carburetor 500 cfm two barrel Holley with stock, unaltered, throttle arm and butterflies. Choke plate maybe removed. No Porting or Polishing. **MUST PASS NO GO gauge.** The accelerator pump squirters may not extend into the area directly above the venturi (Tech Purposes). Recommend Epoxing the boosters for safety. No internal air bleeds in metering block, also no HP metering blocks. **Holley 4412 carburetor.**

CARBURETOR CLAIM: Any car owner of a car in the FEATURE RACE may claim the carburetor of any car finishing ahead of the claimers car, in the FEATURE RACE for \$300 and swap of claimers carburetor. Only 1 Claim per year. (Duck River Raceway Park Tech Inspector(s) will have final say so if carburetor is in shape to swap).

INTAKE MANIFOLD:

No Porting/Polishing. OKAY to drill the intake, to mount on Vortec heads. Any cast iron or aluminum intake. **Dual Plane Intake ONLY. No air gap. Ok to run 602 GM Intake. No twisted hurricane intake allowed. The only air gap intake allowed is the 602.**

CARBURETOR ADAPTER/SPACER:

No more than 1 adapter and no more than 1 spacer, a combined total of 1" thick. Maybe Aluminum, Wooden or Plastic. Cannot extend into manifold.

AIR FILTER HOUSING:

No vacuum lines allowed between the air cleaner and the carburetor. Only one, round, mass produced air cleaner maybe used. Maximum size of the element will be 14" in diameter by 4" tall. Air cleaner top and bottom must be made of solid metal.

IGNITION:

Battery operated. OEM electronic ignition system such as **HEI required. No MSD.** Distributor must be mounted in the stock location and maintain the stock firing order. No crank triggered ignition. No ignition boxes. No added coils other than stock HEI coils.

ALTERNATOR:

If used, must be 12 volt and of OEM design.

HARMONIC BALANCER:

After market to include fluid damper okay.

NUMBER ONE PLUG:

Must be at stock location for make and model. Engine has to be in stock location on frame.

ZERO ENGINE SET BACKS.

STARTER:

Full size or Mini Starter okay. **MUST HAVE STARTER**

WATER PUMP:

Aftermarket okay.

POWER STEERING PUMP:

Stock location: After market power steering pumps and steering quickeners are okay.

ACCESSORIES:

Other items must be OEM style but maybe after-market items.

PROHIBITED:

Any titanium or other similar sophisticated lightweight parts. Mounting the engine so that the centerline of the crankshaft is more than 1" from the center point between the 2 top ball joints.

FUEL:

Racing gasoline OKAY. **NO E 85**. No aftermarket additives. No cool cans. See the safety rules on the required fuel cell.

EXHAUST:

Must exit approximately parallel to the ground and not be aimed in the direction of the cockpit. Headers OKAY with 1 5/8 inch primaries and 3" collectors. No over the frame or crossover headers. Each side must include 36 "of 2" pipe.

FLYWHEEL/FLEXPLATE:

OEM steel only. OEM dimensions

CLUTCH/TRANSMISSION:

Single disc clutch only 10 1/2" minimum. No aluminum flywheel. Stock type flywheel to weigh no less than 14lbs., stock type pressure plate no less than 13lbs., stock disc type clutch and flywheel required. Stock torque converter 11" minimum required with automatic transmission. Transmission may have shift kit installed, 1/4" steel plate surrounding stock bell housing or blow proof bell housing required. No racing clutches are light flywheels, or small torque converters, or racing torque converters are allowed. Functioning torque converters must weigh 38lbs minimum. All transmission will have to have all working gears both forward and reverse.

DRIVE SHAFT:

OEM steel. Universal joints are to be similar in design to OEM units. Minimum drive shaft diameter is 3". **Stock diameter.**

REAR END:

Ford 9" OKAY in any make. **When using 9" Ford make sure brackets are in stock location. IF any questions about stock location, call track BEFORE you weld brackets on.** OEM 5 or 6 lugs OKAY, **consider installing C-Clip eliminators** or other provisions such as that breaking a rear axle does not cause the axel to come out of the housing. **2 3/4" is as low as the trailing arm can be mounted from bottom of rear end housing to the center of the trailing arm bolt hole. No TruTrac. Only lock rear ends. No light weight spools or gears.**

BRAKES:

Minimum of 2 rear and 1 front brake. No floating brakes.

One Stock Master Cylinder ONLY. No Brake Bais. Must have only 1 reservoir. Can put a cutoff for the right front. Aftermarket pedals can be used.

BATTERY:

May use 2 batteries. If battery is located in drivers compartment it must be in an enclosed battery box and securely fastened. No bungee cords or ratchet straps. **NO EXCEPTIONS.** Must power the starter and the ignition and any accessories.

CHASSIS:

OEM for Make/Model /Year of the body. **No narrowing of frame for wheel offset clearance front or rear.**

WHEEL BASE:

Must be as manufactured for the Make/Model Year. Minimum Wheel Base 108". A one-inch tolerance may be allowed at the direction of the Duck River Raceway Park Technical Inspector for accident damage the day of race. No chassis with larger than 108" wheel base cannot be cut down to 108". Must remain stock length of car.

STEERING:

OEM style for Make/Model. No Rack and pinions unless OEM Equipped. Sweet steering box is ok. Electric steering is ok.

SHOCKS: The Only Shocks ALLOWED in this class are: Shocks must be stock mounted. No HEIM joint shocks are allowe..

- Afco 10 Series Non/take apart stock mount shocks.
- FRONT Shocks Afco 1020, 1021, 1022.
- Metric REAR Shocks Afco 1030, 1031, 1035.
- Leaf Spring Car Shocks 1032, 1033, 1034.

Duck River Raceway Park has the right to take your shock or shocks at any time of the season and have them dyno, to make sure they are legal. During the time of checking your shocks, Duck River Raceway Park will provide you with a shock or shocks until the results come back. If for any reason your shock or shocks are deemed illegal, you will be disqualified, lose all points and winnings from that event. Winnings will be held, until we get results back.

There will be a \$100.00 Claim Rule per shock; you can only Claim ONCE a season.

FRONT SUSPENSION:

Upper A-arm and all steering linkage may be reinforced as long as their identities remain clear. May use stock dimension tubular upper A-Arms must be mounted in stock location on chassis. Top A-Arm must be stock length. Bottom A-Arm must be stock length. No altering of top or bottom control arms. OEM style and dimensions racing shocks allowed. Shocks MUST use the OEM mounts and remain in their OEM location. NO SCREW JACKS. No Bump Stops or Shock Covers. NO SPRING RUBBERS. NO SPRING BUCKETS. NO CHAINS. NO CABLES, or NO TETHERS allowed anywhere on chassis or suspension.

OEM style and dimension racing springs allowed. Springs must remain in their stock mounts and locations. For coil spring cars you may use 5" springs. Chrysler torsion bar suspension is permitted if it was stock on the year and model designated for the car. No driver adjustable suspension devices permitted. Spindles and lower control arms MUST BE STOCK to the chassis being used. Also, upper control arms, spindles and lower control arms must be in STOCK LOCATION for chassis being used. Speedway 3 piece spindle will be allowed other must be stock spindle. Spindle must be for make of vehicle. Example Camaro to Camaro or Metric to Metric. Johnson lower control arms are not allowed.

REAR SUSPENSION:

OEM. Shocks must use the OEM mounts and remain in their OEM location. NO SCREW JACKS. No Bump Stop or Shock Covers. OEM style and dimension racing springs allowed. NO SPRING RUBBERS. NO SPRING BUCKETS. NO CHAINS, NO CABLES, or NO TETHERS allowed anywhere on chassis or suspension. Springs must remain in their stock mounts and location. For coil spring cars you may use 5" springs. Chrysler torsion bar suspension is permitted if it was stock on the year and model designated for the car. OEM design leaf spring setups in which the springs are securely fastened to the rear end are OKAY. No driver adjustable suspension devices permitted. No "Z" links, aftermarket pan hard bars, aftermarket J-bars, torque links, torque arms, damper shocks, fifth coils, Etc. No wedge bolts. No cup adjusters. No sliders. 13" or 14" rear spring. Minimum of 9 1/2" front coil springs. Top trailing arm is center hole to center hole 11". Bottom trailing center hole to center hole 19 1/4". Allowed 1" variance. You are allowed to tube your vehicle from center of rear end housing to the rear end of vehicle in relation to frame damage. 3 by 1 1/2" tubing.

TRACTION CONTROL:

Other than listed under REAR SUSPENSION, no other traction devices are permitted.

BODY:

OEM production body or **sheet metal body OKAY MUST LOOK STOCK APPEARING (WE WILL NOT LET THIS GET OUT OF HAND)**. Complete stock body, unaltered except as stated here. Hoods may be gutted. Firewall must be completely stock and in the stock location. No open holes in firewall (seal Penetrations). Maintain the stock floor from firewall rearward to the leading edge of the trunk. There must be a firewall between the driver's compartment and the trunk. Car must be sealed at the back of back seat frame work. **From front to rear absolutely NO decking allowed, must have open cockpit from firewall to rear firewall.** All doors must be welded and/or bolted shut. Doors may be gutted. Install 3 driver's sidebars, with 1/8" steel plate covering the door bars from front to back and top to bottom welded in place on outside of bars (Strongly Recommended). Install a minimum of 2 right side bars. The frame rails do not count as the door bars. See the safety rules for other items. Front inner panels optional on shock cars, required on strut cars. Trunk lid may be gutted. All glass must be removed. No mirrors. Grill may be replaced with wire mesh. Must have stock bodylines. Must have a metal firewall between driver and fuel cell. No fuel line in driver's compartment unless contained in conduit/pipe. Fenders may be cut for tire clearance. Front fender well may be removed. The rear of the car must be closed in. Rear of car must have downward slope from back of rear glass to back of trunk lid or tail piece. No more than 1 1/2" rake from nose of vehicle to rear of vehicle. The roof of the vehicle isn't allowed any rake from front to back. Factory height only. Stock appearing aftermarket body will be allowed with body lines.

NOSE/ GRILL:

Aftermarket plastic nose for Make/Model OKAY. Front grill may be removed if such nose is installed. **MUST Match Body/Year/Model.**

HOOD:

May have an opening for the air cleaner. The claimed engine size must be displayed on each side of the hood reading from the closet side of the car. Use letters at least 3" tall with the length proportional to the height.

ROOF:

Stock appearing. No spoilers or wings. The left and right edges of the roof are to be approximately the same height from the top of the doors and quarter panels. No more than 1" tolerance. The left and right side support panels for the roof must be the same design and front to back length.

INTERIOR:

See the section on SAFETY.

No part of the seat may extend rearward past the plane generated by connecting the rear most edges of the doors. Aftermarket GAS pedal OKAY. (Maybe relocated). Must retain OEM window openings. **No decking. Open cockpit.**

TRUNK LID:

Required. Maybe gutted. Must be able to be opened.

REAR BUMPER:

Any Make/Model OEM OK. Fabricated OK if approved by Duck River Raceway Park Tech. Ends must be smooth. Must be attached to the frame or roll cage in at least 4 places, 2 on each side of centerline.

SPOILERS:

Not allowed, PERIOD. (If your car came with one take it OFF).

WHEELS:

15X8 Steel wheels only. No wide fives. Must mount with at least 5 lug nut design. Mud plugs OKAY. Bead Locks OKAY RIGHT SIDE ONLY. **8" wheels only**

TIRES:

Hoosier H500 or 60 Series Radial D.O.T. NO MUD GRIPS. NO GROOVING TIRES. **NO CHEMICAL ALTERATION ON TIRES.**

WEIGHT:

All cars must weigh 3200 pounds with driver on board There will be no weight breaks. All lead will be painted white with your vehicle number on it. Must be mounted with 2 1/2" bolts.

All safety equipment is required. See track rules for safety equipment

GOOD LUCK IN POST RACE INSPECTION