

2023 Factory Stock Rules

All rules may always be changed or added to!

- Brownstown Bullring will not tolerate fighting. Anyone (driver, pit crew, owner, etc.) who leaves the car's pit area and enters another driver's pit area will be asked to load the car and leave the premises!
- It is the responsibility of all participants to know the rules.
- Situations not covered in any of these rules will be handled at the discretion of the track promoter as they arise.
- Any violation of these rules is considered cheating and upon the first offense, all Highland Speedway points earned through the date of the offense will be stripped from the driver; the driver will start with zero points the following week.

Decisions of the track officials are FINAL!!!

BODY AND ROLL CAGE

All cars must be stock, cars must be of sedan type only, no small unsafe cars, all frames must have a minimum of 108" wheelbase. Any US manufactured car or truck. No compacts. No hearses, SUV's, convertibles, or commercial vehicles are allowed. Full frames only. Pickups must run stock bed. Cars must have stock appearing bodies. Stock steel bodies may be used. Homemade aluminum body panels will be allowed but must retain stock body lines. No flat slab-sided bodies. Nose pieces are mandatory tail pieces are optional. Hood roof and trunk must remain stock or stock appearing, may be steel or aluminum but must retain factory shapes, no flat roofs. Roof must remain centered on the body. Maximum roof size to be 60 x 50. Cockpit must remain open. A slopped panel from the top of the drive shaft tunnel to the top of the passenger door will be allowed. Rear firewall may start behind driver's seat. Floor pans are required. Stock firewall and floor pan in stock position. Floor pan is to go front of firewall to front of rear tires and frame rail to frame rail. Oem may be repair or replaced 18-gauge .047 thick steel only and must remain stock appearing. Must run from frame rail to frame rail and from fire wall to in front of rear tires just like the factory pans. Front firewall may be also fabricated from the same 18 - gauge .047 thickness steel. Must be flat or straight and be no more than 7" behind the rear of the motor. Fire wall must be between 24"-26" tall measured from the top of the frame vertically up. All cars running after market floor pans and firewalls must weigh 3,200 pounds. Lead or ballast may be added to cars with a minimum of 2- 1/2 bolts and must be painted white with cars number on them. Max rear deck height is 42". Cars allowed to run 5" spoilers and trucks may run 8" spoiler. Spoiler cannot exceed the width of the rear deck. Cars must have 18-inch-tall number on each side and the roof. There must be a 5- inch number on the right-side head light or on the upper windshield. All numbers must be visible by track officials. In the situation of duplicate numbers, you will be assigned a number by track officials, and it will be your responsibility to add it to your car. No duct tape numbers please.

1. All cars must have sturdy seat belts and safety harness. IMPORTANT, Five-point Three- inch approved safety harness mandatory and must be 5 yrs. Or newer with the date tag visible. Belts must be secured to the cage assembly. Flame resistant racing suit required. Gloves required. All drivers must have an approved racing helmet.
2. Roll cage, Full six-point cage from center to rear axle must be used, rear loop from frame to frame allowed. Three door bars on both sides are mandatory. Rear frame rails may be

replaced with 2 x 3 rectangular tubing after the rear frame kick up. Outside rub rails are optional ends must not have sharp edges and must be mounted tight against body. Must have driver's side door plate minimum 1/8 plate and must be 18" tall and 24" wide and securely welded to the door bars. Front safety loop not to exceed 1 3/4 od. Tubing with maximum loop not to exceed 5" as measured from front side of tubing in front of the radiator. Loop may be a single bar. A brace for the radiator may be used with an upright on each side and a brace to the frame in front of the A-frame a maximum of 1 3/4 od. Tubing and a minimum of 1" od. Tubing. Roll bar can be used behind the nose. All bumpers must be rounded and be chained to frame on both sides. Must have a loop to extend from inner edge back to the frame. All bumpers must be welded and provide a good tow hook. All bumpers must be capped with no sharp edges. 1 1/2 or 1 3/4 round tubing only max .095 wall tubing.

3. No glass or plastic, windshield must be full screen (wire mesh) with 3- 3/8 bars welded vertically 6" apart in front of the driver minimum. All cars must run a window net. All car window openings must remain to stock dimensions.
4. All chrome must be removed from the car, including door handles, moldings, and trim. Interior door panels may be removed. All doors must be welded or pop-riveted shut. All flammable materials must be removed.
5. Battery required to be mounted in the truck between the frame rails minimum of 2- 3/8 hold down bolts.
6. Contained fuel cell only. Fuel cell tanks must be mounted into the trunk securely. Minimum (2) 1/8 x 2 flat steel straps. Cars must have a full firewall between fuel cell and driver.
7. Nerf bars must be against body panels
8. Tube bumpers must wrap around back to frame, with no hooks or jagged corners
9. After market firewalls allowed, must be stock location and steel
10. Fabricated bodies allowed must be stock appearing

TIRES, WHEELS, AND BRAKES

8. Tires may be Hoosier E-mod (26.5 or 27.5 "A" or A 40s or M30 or M60) Any racing tire or factory tires as long as they have 8" footprint can be run as long as all four tires are the same make. Siping and grooving is allowed.
9. Steel racing wheels only. No mag wheels, aluminum, plastic, or fiberglass wheels. Must run 9/16 minimum studs with 1" lug nuts on the right side both sides recommended. Bead locks on right side only. Maximum 8" wheels, right front wheel must be reinforced, the rest is recommended. Offset wheels and wheel spacers are allowed.
10. Brakes; Brakes Minimum 3- wheel brakes, stock appearing steel calipers, steel non-scalloped rotors. If running dual master cylinders, you must have the lines plumbed together at the master cylinder and must be nonadjustable. No balance bars or adjusters allowed. Oem replacement aftermarket clutch, pedals and master cylinder allowed. May run a right front shut off valve. Brakes are mandatory. Random brake checks will be performed. If your car fails, the mandatory brake check you will not be able to start that night's feature.
11. Brake shutoffs allowed

SUSPENSION AND SHOCKS

11. Weight jacks may be run. All weight jack mounting plates must remain in stock position. All jack bolts and plates must be steel. No spring buckets allowed. On front a weight jack nut may be used welded into the factory shock mount hole and on the rear of the frame a plate with nut may be used. Minimum 1" jack steel jack bolts. May also run shims and spacers.

12. SHOCKS, Any steel body rebuildable shocks. No bulb shocks, No Schrader valves no outside adjustable shocks. Front shocks may be mounted outboard rear shocks must mount in stock location on the top. Any shock must completely collapse at any time.

13. SPRINGS, Springs must be minimum 5" dia. front and rear. Front height 12" max, and rears must be max height of 12" also. Only one coil per wheel. No progressive springs. No spring rubbers.

14. Locked rear ends will be allowed. Floater rear-ends will be allowed. No limited slip differentials (No traction control) Any pinion angle allowed. Trailing arms must remain stock length. Uppers are 11" and lowers are 19 3/8. Front of trailing arms must mount in factory location. Trailing arms may be aftermarket. May run steel replacement bushings. No Heims or swedge tube type arms. Lower mounts on rear end do not need to be the same location from side to side.

15. A stock replacement upper control arm will be allowed. U-B Machine part number 14-0809-5R-8" right or number 14-0829-6L-8.5 for the left. Must have steel cross shaft. Must bolt directly to the frame no moving of holes or stock brackets will be allowed. You may also run the factory brackets. No titanium or other exotic metals allowed.

16. SPINDLES, Spindles must remain factory or factory replacement. No pinto spindles. Afco or Speedway spindles will be allowed but must have factory length steering arms. Lower A-frame must be stock and match the frame. Lower mounting holes must remain in factory locations.

17. Rear springs- max height 13" no spring rubbers

DRIVETRAIN AND STEERING

DRIVETRAIN must have stock O.E.M flywheel, clutch and pressure plate per make of engine. Must have 10" min. Disk. Manual cast iron 3 or 4 speed manual transmissions. All gears must be functional forwards and reverse. Must run an explosion proof bell housing. May also run an automatic transmission with a working torque converter. Must also run an explosion proof blanket or a 1/4 shield over the transmission. Drive shaft must be painted white and must be steel. Must have a drive shaft loop no farther back than 12" past the back of the transmission.

STEERING, all components must remain stock in stock location. Quick steers are allowed. Aftermarket power steering pumps and reservoirs allowed. Must run stock G M steering box with a minimum 12:1 ratio Minimum. No Racing boxes.

ENGINE

Fuel pump must set in front of the cross member. No notching of frames for clearance. No belt drives or electric pumps allowed.

Must run stock 2- barrel Rochester carburetor. NO HOLLYS Carburetor must mount directly to intake without the use of an adaptor plate. Carburetors will be checked with a gauge. Stock bore and butterflies. May remove choke plates only. 1- 11/16 bore 1- 3/8 venturi. Must have cast iron stock 2-barrel intake.

No grinding or polishing. No Highrise GM intake's, part numbers #14088674 or #14088675 will not be allowed.

Fuel, Pump gas or racing gas only. No alcohol, nitrous oxide, Nitrous methane or propylene oxide, No E 85.

Heads must be cast iron. Single valve springs only. Screw in studs and guide plates ok. No milling or cutting of valve seats to allow use of larger springs. Must use stock OEM valve springs. Must be stock diameter and height. No Beehive springs. Springs must be same diameter top to bottom. No porting or polishing of any kind will be allowed. No extensive milling or angle milling will be allowed.

Head castings that may be run, 487-882-997-624-126-493-185-339-441-993 these may be run on the 350CID. For the 305 CID these may be used 434-450-416-896-520-601

You may also run the Engine Quest head CH350I or the Dart heads #10024361 and #10024360

May run any flat tapped camshaft no rollers. Stock stamped steel rocker arms only. No roller tips or aluminum rockers. No stud girdles. Poly locks will be allowed. Steel retainers only. No gear or belt drive camshafts.

Blocks must be stock cast iron blocks. No Siamese blocks. Can run an aftermarket oil pan. Pan must have a 1" plug for inspection or the oil pan may be pulled.

No domed pistons flat top or dished only.

All engine components must remain stock. All engine components must remain chevy for chevy ford for ford.

Max 360 CI for Chevy and Ford. CI will be pump checked.

Must run stock HEI ignition. No MSD or other ignition control boxes allowed.

Headers are allowed or cast-iron manifolds. Mufflers must be run. There will be no exceptions.

A specific part may be protested for \$100.00 Engine limited to heads, intake, and carburetor.

Highland speedway has the right to inspect any part on any car at any time. Be prepared to remove valve covers or intakes, heads, or carburetor at any time.

Flat tappet lifters allowed

LS 5.3L MOTOR OPTIONS

Motors must be stock cast iron blocks. Factory heads. Factory ECM. Factory intake. May replace cam – only upgrade allowed. Must run stock pistons and rods.

Only 4.8 and 5.3 cast iron GM blocks. Factory bore is 3.780. If we have to pull a head to check, we will.

Must run a factory GM plastic intake, Factory Gm heads. No porting or polishing, must run factory GM injectors.

May run an aftermarket Cam, lifters, and valve springs. May run an aftermarket oil pan and an aftermarket air cleaner.

Must run a factory Gm engine control Module-ECM. No MSD or aftermarket modules. Must be mounted so it can be inspected at the track. If a module is in question the track has the right to exchange the module at the track. All coil packs must be stock GM, no MSD or other aftermarket packs.

If it does not say you can do it is not legal. Situations not covered in any of these rules will be handled at the discretion of the track officials as they arise. Decisions of the track officials are final.