



# 2024

## Clayhill Motorsports Park

### Factory Stock Rules

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alternation of specifications. Any interpretation of the rules is left to the discretion of the officials. Their decision is final.

ADJUSTMENTS, ADDITIONS OR DELETIONS to the rules will be at the discretion of the Clayhill Motorsports Park officials.

If a dispute between driver(s) and track officials or other(s) exists, the decision of the track officials will be final. If it is not covered in the rules, it will be determined by the track officials & their decision will be final.

#### **ANYTHING NOT SPECIFIED MUST BE OEM STOCK AND IN STOCK LOCATION**

**ENGINE SPECIFICATIONS:** Must be no larger than a Chevy 350, Ford 351, or a Dodge 360. Maximum cubic in is 362 – Mopar – 365 cubic inch. OEM cast iron block or crate. Engine and body must be of same manufacture such as Ford to Ford, GM to GM, etc. 602 crates allowed must follow below rules.

COMPRESSION NOT TO EXCEED 180 LBS. AND MINIMAL 16 INCHES OF VACUUM AT 1000 R.P.M. 362 cubic inches max. NO 400's.

Max cylinder bore allowed is 4.060". No stroking or destroking allowed. Stroke must be GM 3.480, Ford 3.500. Stock 5.7 factory production style rods. Cast Pistons only, may be Hypereutectic- 4 valve relief Must be factory cut. NO grinding or fly cutting of relief. Pistons must stay flush with or below top of the block. Stock cast iron heads, OEM, Vortec ok, NO Dart or Bowtie heads allowed. Max valve 1.94 intake, 1.50 exhaust. Screw in studs or pinned studs allowed, guide plates allowed. No milling inside chambers, each chamber must have a 62-cc minimum volume. Stock style rocker arms only 1.5 ratio; no roller or roller tips. Poly locks permitted. Cast iron or aluminum dual plane Intake, NO high rise. They may be drilled for Vortec heads. No polishing, porting or match porting anywhere. OEM Manifolds, or HEADERS optional. No Tri-y, 180's May run stock oil pan, racing oil pan is optional. Any type breather and valve covers are allowed. Any hydraulic or solid cam with a maximum of .480" valve lift and stock style lifters. No high vacuum, solid or roller lifters are allowed. No roller cams. Balancing of engine is permitted. Factory forged cast-iron or steel crankshaft with OEM factory casting numbers. No knifing. 50 lb. minimum weight.

**IGNITION:** Ignition must be factory type. Must be stock H.E.I. production distributor ignition only. No capacitive discharge ignition systems. No racing ignition systems including ignition modules and ignition coil. No MSD, Accel, Mallory, etc. ignition components except spark plug wires. May hook up a RPM limiter. Engine set back no further than No. 1 plug in line with ball joint.

**BODY:** Any 1960 or newer American made sedan with a stock frame. Wheelbase 101 inches minimum. Fire wall & floor pan may be stock or fabricate with same thickness steel or .080 or thicker aluminum, must extend past driver's seat to front of the rear end yoke. Floor pan must extend from driver's stock frame rail to passenger frame rail. Both sides of floor pan must be at same level. Frame connectors for unibody cars allowed. A spoiler, MAX 4 inches, is allowed with no more than (3) forward braces. Crossbars are allowed under the floor pan. All other bars are optional. Stock appearing production body for the make of car. Front and rear bumpers in stock location, may be tubular with tow hook. Plastic nose is permitted. No wedge noses. Fiberglass hoods allowed. No side nerf bars allowed. Minimum cutting for the tire clearance is allowed. May enclose cockpit, must have inspection hole. Steering column, may be replaced with straight steering column or steering shaft. Quick disconnect steering wheels allowed. Quick steer box allowed.



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**CARBURETOR/FUEL:** Racing fuel or gasoline. No alcohol, E-85, nitrous or any additives. Two barrel \*500 CFM Holley and must pass track inspection. (Measured with go/no-go gauge). No super bowl carburetor allowed. The bottom of the carburetor throttle bore maximum can be no larger than (1 11/16) inch diameter with max stock venturi (1 3/8) inch. Max 1 inch adapter plate or spacer under carburetor allowed. Removal of choke rod, plate and linkage allowed, choke tower (air horn) must remain intact. Manual fuel pumps only.

**SUSPENSION:**

All suspension must remain in stock location. Tubular upper A-arms OK, Lower must be stock. Aftermarket steel springs allowed, No Fiberglass allowed. **After market shocks allowed, steel only, no heim-jointed shocks.** Stock rear ends may be locked. 9" Ford rear ends allowed, Floater rear ends allowed. Drive shafts steel only – painted white with strap. 4 wheel working brakes. Rear disc brakes ok, rotors and hats must be steel. Stock cast calipers. After market pedals will be allowed. Lowering blocks allowed Non-adjustable ONLY. No adjustable bars. No weight jacks. No traction control devices.

**TRANSMISSION:** Stock/OEM Manual or automatic with working torque converter. Minimum 10.5 inch clutch. Flywheel must be steel and weigh a minimum of 20 lbs. No aftermarket transmissions.

**TIRES:** D.O.T. max 275/60, or Hoosier 500 (36103,36105,36107), IMCA G 60-15 or American Racer KK704. NO M30 will be allowed. 15 x 8" steel wheels max. Bead lock allowed. 1" lug nuts required. REAR Tires must punch – 50 anytime. Softening is not allowed. Solvents of any kind are not allowed. Altering tires with any components or chemicals which alter the manufacturer's baseline-settings of the tire is not allowed. Grooving and/or siping is permitted. All sidewall markings must remain visible at all times. Buffing or removing of the compound designations is not allowed.

TRACK MANAGEMENT HAS FINAL SAY IN ANY SITUATION IF IT DOES NOT SAY IT YOU CAN'T RUN IT, THEN DON'T.

VALVE COVER WILL/MAY BE REMOVED BY TRACK OFFICIALS AT ANY TIME FOR TECHNICAL INSPECTION.

**WEIGHT:** Minimum weight, after race, with driver is three-thousand two-hundred (3200) pounds.

**\*\*NOTE ALL ENGINES ARE REQUIRED TO HAVE AN ACCESSIBLE MANIFOLD VACUUM PORT AND A TACHOMETER WIRE**

**CONNECTION. IF NOT BE DISQUALIFIED. \*\***