



2026

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 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: Maximum cubic inch no larger than a Chevy 362, Ford 362, or a Dodge 365. OEM cast iron or crate block. Engine and body must be of the same manufacture, such as Ford to Ford, GM to GM, etc..

OPTION #1: SEALED GM 602 WITH GM CAP SEALS, GEN-4 GREEN, OR GEN-5 BLACK CRATE RACING USA SEALS ONLY! IF SEALS ARE ALTERED, YOU WILL BE DISQUALIFIED! CRUSA ENGINE RULES APPLY AND ONLY A CRUSA CERTIFIED ENGINE BUILDER CAN REBUILD OR WORK ON ENGINE. CRATE RACING 602 RULES APPLY TO THIS OPTION. MAY RUN 2 BBL CARBURETOR.

OPTION #2: COMPRESSION NOT TO EXCEED 180 LBS., **WITH THROTTLE CLOSED**, AND MINIMAL 16 INCHES OF VACUUM AT 1000 R.P.M.

- **NO VACUUM PUMPS**
- **BLOCK NUMBERS MUST BE INTACT AND IDENTIFIABLE**
- **NO ENGINE SETBACK – STOCK LOCATION ONLY**
- **Stock firing order ONLY**
- Max cylinder bore allowed is 4.060”.
- No stroking or destroking allowed. Stroke must be GM 3.480, Ford 3.500.
- OEM length rods. Example SBC GM 5.7. No H beam. NO 6” Rods.
- **Any flat top or dished piston. No domes.**
- **Hydraulic or solid camshaft. No High vacuum, roller, ceramic or mushroom lifters.**
- Stock cast iron heads, OEM, Vortec ok, **Vortec copy ok. Not to exceed 173 intake runner volume.** NO Dart or Bowtie heads allowed. Max valve **2.02 intake, 1.60 exhaust.**
- Screw in studs or pinned studs allowed, guide plates allowed. No milling inside chambers.
- **Stock style rocker arms only;** no roller or roller tips. Poly locks permitted.
- **Cast iron or aluminum dual plane intake ONLY, 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 of breather and valve covers are allowed. Hydraulic or solid camshaft. Balancing of engine is permitted. Factory forged cast-iron or steel crankshaft with OEM factory casting numbers.



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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 an RPM limiter. **Must have working tach.**

BODY: Any 1960 or newer American made sedan or truck 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 the floor pan must be at same level. Frame connectors for unibody cars are allowed. 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 are allowed. Minimum cutting for the tire clearance is allowed. May enclose cockpit, must have inspection hole. **NO SPOILERS! PERIOD.**

CARBURETOR/FUEL: Racing fuel or gasoline. No alcohol, E-85, nitrous or any additives. One carburetor 500 cfm two barrel Holley with stock, unaltered, throttle arm and butterflies. Choke plate may be removed. **Must have choke horn.** No Porting or Polishing. **MUST PASS GO/NO GO gauge(using track tooling).** **The accelerator pump squirters may not extend into the area directly above the venturi (Tech Purposes).** **Recommend Epoxing the boosters for safety.** **Max. 1 inch carb. spacer/adaptor.** Manual fuel pump only.

CLAIM: Any car in FEATURE RACE may claim the carburetor of any car finishing ahead of the claimers car, in the FEATURE RACE for \$500 and swap of claimers carburetor. Only 1 claim per year. (Clayhill Motorsports Park Tech Inspector(s) will have final say so if carburetor is in shape to swap).

STEERING: Steering column may be replaced with straight steering column or steering shaft. Quick disconnect steering wheels are allowed. Quick steer box allowed.

SUSPENSION: All suspension must remain in stock location. Tubular upper A-arms OK, Lower must be stock. Front outer tie rod ends may be heim joints for cost and rigidity. Aftermarket steel springs allowed, No fiberglass allowed. Stock rear ends may be locked. 9" Ford rear ends allowed; Floater rear ends allowed. Lowering blocks allowed Non-adjustable ONLY. No adjustable bars. No weight jacks. No traction control devices.

SHOCKS: Any steel body shock allowed but must be mounted in stock location with stock OEM mounts. No heim joints allowed on shocks. Stock extensions are allowed.

CLAIM: There will be a \$150.00 claim per shock; you can only claim ONCE a season up to (4) shocks. Anyone caught damaging shocks during a claim will be immediately suspended for two weeks and lose all points and money for the night. Clayhill Motorsports Park Tech Inspectors must be present at removal.

BRAKES: **Must have three working brakes. 2 rear and 1 front.** Rear disc brakes ok, rotors and hats must be steel. Stock calipers. After market pedals will be allowed.

TRANSMISSION: Stock/OEM Manual or automatic with working torque converter. **Minimum 10.5-inch clutch. Flywheels must be steel and weigh a minimum of 14 lbs. Stock type pressure plate no less than 13lbs. Stock torque converter 11" minimum required with automatic transmission. Blow proof bell housing required. No racing clutches OR light flywheels, or small torque converters, or racing torque converters are allowed. Functioning torque converters must weigh 38lbs minimum. No aftermarket transmissions. Drive shafts steel only – painted white. Driveshaft loop MANDATORY.**



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TIRES: Hoosier H500 ONLY. 15 x 8" steel wheels max. Bead locks allowed on the right side only. 1" lug nuts required. 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 always remain visible. Buffing or removing compound designations is not allowed.

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

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

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

**ALL ENGINES ARE REQUIRED TO HAVE AN ACCESSIBLE MANIFOLD VACUUM PORT AND A TACHOMETER WIRE CONNECTION. IF NOT BE DISQUALIFIED. **

ANY RULE CHANGES ARE SHOWN IN GREEN