



# 2025

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

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 ONLY, 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 of breather and valve covers are allowed. Any hydraulic or solid camshaft 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 an RPM limiter. The engine set back no further than No. 1 plug in line with ball joint.

**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. A stock spoiler will be allowed if the car originally came with a spoiler MAX 4 inches. 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.



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

**CARBURETOR/FUEL:** Racing fuel or gasoline. No alcohol, E-85, nitrous or any additives. Two barrel \*500 CFM Holley with STOCK UNALTERED THROTTLE ARM AND BUTTERFLIES. Must pass track inspection. (Measured with track tooling). No porting or polishing of any kind. Max 1" adapter plate or spacer under carburetor allowed. Removal of choke plate, choke tower (horn) and linkage allowed. 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).

#### **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 \$125.00 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:** 4 wheel working brakes. 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 20 lbs. No aftermarket transmissions. Drive shafts steel only – painted white with strap.

**TIRES:** D.O.T. max 275/60, or Hoosier 500 (36103,36105,36107), IMCA G 60-15 or American Racer KK704. No M30/M60 will be allowed. 15 x 8" steel wheels max. Bead locks allowed on the right side only. 1" lug nuts required. **Tires must punch – 45 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 always remain visible. Buffing or removing compound designations is not allowed.

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.

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

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