



2026

Clayhill Motorsports Park

Hobby 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.

FRAME: Any year model American made car or truck that came production with leaf springs. No metric (Monte Carlo) or front strut type cars are allowed. Unibody cars must be tied together. No front wheel drive vehicles. The wheelbase must match the factory spec for that frame (1 inch tolerance). No alterations to the frame are allowed other than bracing.

ROLL CAGE: All tubing shall be at least 1.5-inch OD tubing of at least .095 wall thickness. The cage shall be an "A" shaped affair with bars running from the upper right corner to the lower left corner and just the opposite on the other side, forming an "X" as viewed from front to rear. There must also be a crossbar on top of the "A" and 4 bars down the side and around the top to complete the cage around the driver. Minimum three door bars, both sides, parallel to the ground, and perpendicular to the driver.

BODY: Bodies must have a factory production appearance and may be made of sheet metal or aluminum. Any body style is acceptable if it is GM to GM, Ford to Ford, Dodge to Dodge. The body must match the frame. Example: Leaf Camaro to leaf Camaro. Hoods and trunk lids must be pinned down. Front and rear inner fender walls may be removed. Trunk area may not be cut no further than pinion of rear end. Must have stock type floor pad rocker panel to rocker panel-third member pinion to front firewall. Must have a stock firewall. Holes in the firewall must be covered. Plastic nosepiece and tailpiece allowed, recommended to match body. No wedge or late model noses allowed. Ground effects OK. All glass must be removed, all window openings in body must remain open. A maximum 7-inch metal sun visor allowed across top of windshield opening. All doors must be securely fastened. No raised quarter panels. Fenders and quarter panels may be trimmed for tire clearance. Deck height not to exceed 40 inches. Spoiler must not exceed 8 inches in height and only 2 end braces are allowed not to exceed 8 inches in length. The spoiler may not be wider than the trunk lid. Enclosed interiors allowed provided you can crawl out of the passenger side. The back panel opened to let mud fly out.

BUMPERS/RUB RAILS: Bumpers not covered by plastic nose or tail piece must be complete, unaltered OEM, welded or bolted to steel bumper mounts. Fabricated tubular bumpers (front and rear) are allowed if the front bumpers are covered by a plastic nose. All bumpers must have rounded edges. Main bumper bar must be minimum 1.5-inch O.D. (2" maximum) with 0.083-inch minimum (0.125 maximum) wall thickness. Must run inner rub rail mounted flush to body. No sharp edges allowed on bumpers, rub rails or bolts. No bars past outside edge of body other than rub rails. ALL CARS MUST HAVE TOW LOOPS SECURELY FASTENED TO FRONT & REAR BUMPERS.

INTERIOR: 3- **3/8** inch windshield bars in front of driver. All flammable materials must be removed such as carpet, headliners, plastic, etc. Gauges must be removed. Aluminum high back or containment type seat only and must be bolted in. The driver's seat must be in about stock position. SFI approved safety harness, HANS device recommended. At minimum, neck braces are mandatory. Window net or arm restraints are mandatory. Quick release steering wheel is ok. Kill switch required within easy reach of driver and must be clearly marked "OFF" and "ON." Driver must be sealed off from track, driveline, engine, and fuel cell. Dash does not extend more than 24 inches back from center of lower windshield opening. Dash must be flat, rear can be no higher than front, except for cowl in front of driver. No other interior tin or covers, front firewall may be reworked to allow engine clearance. Must be repaired with steel of at least same thickness as OEM. Inside rear quarter panels, below window level may be cut out. Doors may be gutted. All OEM holes in firewalls and floor must be covered with metal or aluminum. Rear firewall and speaker deck must be metal and be of OEM design for that make and model. No mirrors of any kind. Floor pan may be replaced with metal of equal thickness and weight.



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FUEL CELL: Racing fuel cells are mandatory. 32 gallons maximum. Fuel cells must be securely fastened in trunk above level of OEM trunk floor, behind rear tires, with minimum two solid steel straps around entire cell, 2 inches wide and .0125 inch thick. NO FUEL CELLS ALLOWED OVER REAR END HOUSING.

FRONT SUSPENSION: All front suspension parts including the steering box must be OEM replacement. Aftermarket upper A-Frame may be used as described below. All mounts must be in stock locations. No adjustable or aluminum shocks (must be STEEL BODY SHOCKS – NON-REBUILDABLE). Heim end shocks NOT allowed on front. Racing springs are allowed. No coil over shocks. Adjustable/cheater weight jacks are not allowed. OEM upper a-frame may be replaced using aftermarket upper A-frame (steel or aluminum cross shaft allowed) must be non-adjustable and no heim ends bolt on spindle savers allowed. Shocks subject to \$150 claim by track at any time or by any car on the lead lap finishing behind you. (Maximum shocks claimed per driver, per year (4). 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.

REAR SUSPENSION: Heim end shocks ARE allowed. Racing springs are allowed. No adjustable or aluminum shocks (must be STEEL BODY SHOCKS – NON-REBUILDABLE). No coil overs. Adjustable/cheater weight jacks are not allowed. All components and mounts must be steel, unaltered OEM or OEM replacement, in about OEM location and match frame. This means very close to OEM location. Rear shock mounts can be fabricated due to crash repair or previous elimination. No sliders. No sway bars, pan hard bars, spring spacers, extensions, chains, or cables. No suspension stops of any kind are allowed. Shocks subject to \$150 claim by track at any time or by any car on the lead lap finishing behind you. (Maximum shocks claimed per driver, per year (4). 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.

REAR END: 9-inch Ford housing highly recommended. GM rear end must have axle retention. Grand National rear ends are allowed. All rear ends must be locked. No Gold Tracs or any other form of traction control devices allowed.

BRAKES: Must have at least 3-wheel brakes. Aftermarket pedal assemblies are allowed if brakes are not adjustable. Brake shutoff valve must be in engine compartment, no front to rear shutoff allowed. No brake bias gauges are allowed, and brake lines must remain visible.

WHEEL/TIRES: WHEELS: 10-inch max width steel racing wheels only. Bead lock wheels allowed on the right side only. Metal, plastic, or foam mud plug covers are allowed on all wheels. No plastic or aluminum wheels. 5/8-inch wheel studs mandatory. TIRES: Any racing tire (Pull offs, M30, M60, G60, H500, or AR500). Tires must durometer at 45 at any time cold or hot. Grooving and siping allowed. No softening or chemically treating tires. Sidewall markings must remain visible.

WEIGHT: All cars must weigh 3200 lbs. with driver after race. All extra weight must be bolted to frame outside of the driver's compartment and must be painted white and clearly marked with car numbers. Weight MUST be displayed on BOTH right AND left A-pillar!!

BATTERY/STARTER: One 12-volt passenger car battery only and must be securely mounted between and above frame rails, and positive terminal must be covered. Battery must be in marine type case if mounted in driver compartment. The starter must bolt in OEM location. The car must have the capability of starting without being pushed or pulled. The car must leave the initial staging area on demand, unaided or go to rear of that race.



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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. MUST RUN 2 BBL CARBURETOR AS LISTED BELOW.

OPTION #2: MINIMUM OF 16 INCHES OF VACUUM AT 1000 R.P.M. **MUST HAVE 1/8" VACUUM PORT TO TEST. TRACKS TOOLING.**
Must have working tachometer.

- **ENGINE SET BACK. No. 1 SPARK PLUG HOLE CAN BE NO FARTHER BACK THAN CENTER OF BALL JOINT.**
- **NO VACUUM PUMPS**
- **BLOCK AND HEAD NUMBERS MUST BE INTACT AND IDENTIFIABLE**
- **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 for engine claimed. GM 5.7. NO 6" rods.
- **Any flat top or dished piston. No domes.**
- Hydraulic or **solid camshaft ONLY. 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. 62cc minimum combustion chamber on heads. NO angle milling.
- Screw in studs or pinned studs allowed, guide plates allowed. No milling inside chambers.
- Roller or roller tip rockers ok. Poly locks permitted.
- **Cast iron or aluminum dual plane intake ONLY, May be drilled for Vortec heads. No polishing, porting or match porting anywhere.** NO grinding of any kind on intake, including under carb area.
- 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.

IGNITION: HEI or OEM style distributors. No remote coils. Modules must be OEM style. No ignition boxes MSD/GM. No on-board data collection except recall tachometer. No traction control.

CARBURETOR: 4412 Holley 2 barrel or Barry Grant/Demon 2 barrel allowed. 500 cfm. Bottom throttle plate hole 1 11/16 inch. Choke horn must remain intact. Venturi will measure 1 3/8 inch. Must pass go – no go gauge. Carb spacer no taller than 1 1/2 inch allowed. Pump, racing or aviation gas only. Maximum Octane 103. No nitrous oxide allowed.

HEADERS: Headers are legal.

TRANSMISSION: Automatic transmissions must be stock or TCI and must have a working torque converter. No direct drive with dummy converters. Standard transmission must be 3 or 4 speed OEM with OEM style clutch and pressure plates. Minimum weight of all components (flywheel, clutch disc, pressure plate & bolts) 30 lbs. No triple disc or mini clutches. Aftermarket steel flywheels are ok. Direct drives and lighting of transmissions are not allowed. No Bert, Brinn or Falcon transmission is allowed. Must have 360-degree explosion proof bell housing. Must have clutch inspection holes. The driver must be able to put the car in gear from park/neutral and move forward and reverse at time of inspection. Must have a driveshaft loop. The driveshaft must be painted white.

ENGINE CLAIM: \$1,550 cash and swap of engine. \$50 goes to wrecker for pulling engine. Driver claiming must have raced in Hobby Stock class the previous 2 feature events. Claimed items include: block, rotating assembly, camshaft, heads, balancer & timing cover. Anyone wishing to make a claim must have finished the feature on the lead lap. Only Top 4 can be claimed. To claim, go to the infield and hand cash to the official within the 10-minute protest period. **If you leave track, claim is void.** If you refuse to swap or tear down, you lose all money and points won that night and get a 2-week suspension. Second refusal same applies plus a 4-week suspension. Track owners may claim any engine. No driver may claim more than one engine per season. No driver can be claimed more than twice. The claimed engine will be marked and must be run upon return to Clayhill Motorsports Park. If a marked engine is not run upon first visit, you will not be able to run until the marked engine is placed in car.

ANY RULE CHANGES ARE SHOWN IN GREEN