



2026

Clayhill Motorsports Park

Open Wheel Modified 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 alteration 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.

Safety Rules:

1. Safety is the primary responsibility of the RACER!
2. SFI-Approved full fire suit (top and bottom) and shoes required. Gloves not required, but highly recommended.
3. Snell rated SA2015 or SA2020 full-face helmet required.
4. Clayhill highly recommend the use of a head and neck restraint system but is not required. Full containment seats will be required.
5. All cars must have a fully charged 2lb. fire extinguisher mounted within reach of the driver. Clayhill recommends a 5lb. halon system.
6. All cars must have a kill switch within easy reach of the driver and clearly marked on and off.
7. All cars must have a quality fuel cell with rollover valve (check valve) in fuel cell vent.
8. Minimum 3-inch wide, or 2-inch if using head and neck restraint, SFR-approved 5-point harness belts, mounted securely to the roll cage. Belts cannot be used past their expiration date or two years past their date of manufacture.
9. Any pre-race technical/safety inspection and car or equipment that is deemed unsafe by officials will result in not being allowed to compete. Officials' decisions are final!
10. All track-specific general safety rules or requirements will always apply to all participants (i.e., window nets, gloves, door plates, head and neck restraints, etc.) at the track.
11. RaceCeiver one-way radios are REQUIRED at every event. Failure to have a RaceCeiver (or equivalent one-way device) could result in disqualification. Malfunction of such device (i.e., dead battery, earphone failure, etc.) will not constitute any penalty.
12. NO two-way radios, cell phones, or other communication devices will be allowed. RaceCeiver is the ONLY communication device permitted. Drivers caught with any other communication device will be disqualified for that event (heat or feature). No lit signal devices allowed (light sticks, flashlights, cell phones, etc.).
13. No mirrors are allowed at any location on the car.



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14. ALL weight/lead must be painted white and include the car number. Weight must be securely fastened to the car with a minimum of two (2) 1/2" diameter bolts. No weight may be attached to the back bumper.
15. Losing weight in any race (i.e., heat, b-main, feature) will result in disqualification for that event.

Engine Specifications (Option #1)

1. Chevrolet Performance Part #88958602/19258602/88858602 (CT 350)/Quicksilver 602 Commonly referred to as "602" engine.
2. These engines are sealed at the intake manifold, cylinder head, front cover, and oil pan with Chevrolet Performance cap seals, which are installed at the Chevrolet Performance factory. Engines MUST be sealed in these six (6) locations with either Chevrolet Performance cap seals, or approved aftermarket seals.
3. The ONLY aftermarket seals allowed for competition are:
 - o GM twist off bolt engines will NOT be legal.
 - o Chevrolet Performance cap seals/Factory sealed Quicksilver seals.
 - o Crate USA Gen IV (Green) or Gen V (Black) cable seals, RUSH cable seals, IMCA cable seals allowed.
 - o NOTE: Crate USA Gen V (LIGHT BLUE) Seals are allowed. These seals will begin with number 406XXXX.
 - o ACAS seals will be allowed.
 - o NO NORA, FASTRAK, Crate USA Gen I (Silver), Gen II (Blue) or Gen III (Yellow) will be allowed.
4. Crate engines must not be altered, modified, or changed from factory specs, unless any such alteration, modification, or change is approved by Clayhill Motorsports Park, Clayhill Motorsports Park authorized rebuilders will be notified of any such alterations, modifications, or change.
5. Any seals that have been removed or tampered with will render the engine illegal and ineligible for competition. The penalty for anyone tampering with seals, modifying any internal engine parts, or changing the parts from stock as delivered sealed from the factory will be subject to expulsion from racing in any Clayhill Motorsports Park modified series event for the remainder of the season and future seasons as determined by officials.
6. No changes are allowed to the engine, including: Intake manifold, Heads, Valve covers, Front cover, Oil pan, Harmonic balancer, any other parts on or in the engine.
7. No vacuum pumps or evac systems of any type are allowed, including but not limited to breather system styles.
8. The Chevrolet Performance serial number and, when applicable, Crate USA or specific engine information must be clearly visible to Clayhill technical inspectors.



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Engine Specifications (Option #2)

1. 362 cubic inch maximum, factory steel production blocks. May run factory replacement DART SHP block (part #31161111).
2. Any cast iron 23-degree steel heads (-/+3 deg). No porting or polishing cylinder heads. No aluminum heads.
3. Maximum valve size: 2.02" intake and 1.6" exhaust.
4. Any intake manifolds are allowed. No porting or polishing.
5. Steel or cast cranks and rods only. No exotic material cranks or rods (e.g., aluminum or titanium).
6. Flat-top pistons only.
7. Any flat tappet camshaft only. No roller cams.
8. Timing chains only. No gear drives.
9. Stud mount rockers only. No stud girdles.
10. Stock diameter valve springs only. 1.260" maximum O.D. Beehive springs allowed 1.320" maximum O.D., ANY manufacturer (Chevy, Ford, or Dodge). NO double valve springs.

Water Pump and Power Steering Pump Rules:

1. Stock type cast or aluminum water pump permitted.
2. No electric water pumps.
3. Manual fans only. No electric fans.

Exhaust Rules:

1. Collector type headers required. Must have four (4) tube into one (1) collector.
2. Mufflers not required, UNLESS track mandates them. If mandated, mufflers must have some type of internal noise dampening characteristics i.e. baffles, extruded holes, screen, chambered, etc. Mufflers must meet local speedways noise decibel requirements.
3. No tri-y headers or merged headers are allowed.
4. No square tube headers.

Weight Rules:

1. Cars equipped with Chevrolet Performance 602 or QuickSilver 602 (Engine Option #1) must weigh **2,400 lbs.**
2. Cars equipped with engines falling under Engine Option #2 rules must weigh **2,600 lbs.**
3. **4-link crate cars** must weigh **2,500 lbs.** and have a **6,200 chip.**
4. **4-link built cars** must weigh **2,700 lbs.** and have a **7,000 chip.**
5. All cars are allowed **1 lb per green flag lap burn-off allowance** at the completion of any race (e.g., 8-lap heat race = 8 lbs allowance).
6. Each track's onsite scales will be the official scales used to determine the official weight of each car.



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7. Weight/load requirements:

- All weight must be painted white and include the car number.
- Weight must be securely fastened to the car with a minimum of two (2) 1/2" diameter bolts.
- No weight may be attached to the back bumper.
- Losing weight during any race (heat, B-main, feature) will result in disqualification for that event.
- **Weight MUST be displayed on BOTH right AND left A-pillar**

Engine Setback Rules:

1. Engine bell housing flange to center of axle tube: **70" minimum.**

Carburetor Rules:

1. **Engine Option #2:** 500 CFM 2-barrel carburetor only.
 - 2-barrel carburetor will be checked with go/no-go gauges, top to bottom.
2. Either engine option may run **1 maximum carburetor spacer** with **0.040 tolerance**.
 - At no point may the spacer extend into the intake manifold area.
 - Two (2) standard thickness carburetor gaskets, **0.070" maximum thickness**, are allowed.
3. **Engine Option #1:** May run one (1) 4-barrel carburetor only.
 - Chevrolet Performance 602 Circle Track Engines perform best with a quality **650 CFM carburetor**.
4. All carburetors (for both engine options) must have **conventional style float** along with needles and seats.
 - No individual cylinder tuning or equivalent allowed.
5. All carburetors (for both engine options) must have conventional **Holley-style straight or down leg boosters**.
 - No exceptions.
 - No super bowl-type carburetors allowed.
 - Willy's Equalizer Carburetor is OK for competition.

Distributor Rules:

1. No magnetos allowed.
2. Electronic ignition is OK. **No 7AL or 6CT box allowed**; chips are subject to being checked.
 - Allowed: 6AL, 6ALN, Digital, or equivalent.
 - Track reserves the right to change ignition boxes with any car at any time.
3. No electronic traction control devices allowed.
 - Ignition box may be confiscated by the track official at any time.
4. Drivers finishing in the top 6 may protest another top 6 finisher's box for **\$300**.
 - Clayhill Motorsports Park keeps \$300 protest fee.



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Starter Rule:

1. All cars must have a starter in working order.
 - Starter cover permitted: **MAX SIZE 4"x13"**.

Roll Cage Rules:

1. Must be constructed of minimum 1.05" O.D. steel tubing, with a minimum wall thickness of .095".
2. Minimum of 3 door bars, minimum of 1.05" O.D. steel tubing and .083" minimum wall thickness on driver's side.
3. Minimum of 2 door bars on passenger side.
4. Driver's head/helmet should not protrude outside of cage with helmet on.

Body Rules:

1. CRUSA, IMCA, UMP Rules allowed with noted dimensions and measurements 2-10.
2. Full size fiberglass or aluminum roofs. No dished roofs.
3. Cars may NOT run topless unless approved in advance by Clayhill Motorsports Park Modified Series officials, in which drivers will be given notice. These exceptions will be a rare occasion, or long-standing event, and not acceptable on a regular basis.
4. Sail panels - must be solid and meet specifications in attached diagram. Must be mounted within 2" of outside edge of interior deck.
5. Rear spoiler - 4" maximum material height and maximum 67" wide. Maximum three (3) spoiler braces allowed, must be mounted in line, of equal material. No wings, lips, or fins of any type allowed.
6. Aluminum nose panel must be flat, with a maximum 2" side fins allowed on nose.
7. Engine compartment must remain open, with no side panels.
8. Nose pieces may be maximum 42" wide, centered between frame rails, and must not extend more than 42" from the center of the wheel.
9. No rub rails, or any bars of any type outside of the tires/body panels allowed.
10. Center of rear wheel to front edge of door 76" max.
11. Center of rear wheel to rear edge of quarter panel: 34" minimum / 50" maximum.
12. Rear deck height: 39", measured 6" in from the left side of T-bar.
13. Rear of sail panel height at spoiler: 4" maximum.
14. Sail panel curve from rear of roof to rear of panel: 2" maximum.
15. Sail panel bow from bottom to roof: 2" maximum.
16. Roof measurements: 53" maximum width, 32" minimum width (front/back/left/right). Maximum 1" lip on sides.
17. Deck width: 67" maximum.



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Transmission and Driveline Rules:

1. No straight/direct drives. No in or out boxes.
2. Bert, Brinn, or equivalent transmissions are allowed. Aluminum bell housing is allowed and recommended.
3. Drive shaft loops are mandatory on all cars. It must be mounted 5" to 8" behind the front U-joint of the drive shaft.
4. All drive shafts must be painted white for safety.

General Suspension Rules:

1. No data acquisition devices of any type allowed.

Front Suspension:

1. One spring rubber allowed per corner. No progressive springs.
2. Any stamped steel, stock, lower control arm. When utilizing tubular lower control arms, one side must be OEM measurements. The opposite side may be +/- 1" of OEM measurements.
3. Any stock passenger car spindles.
4. One spring allowed on each corner. Must be a minimum of 5".
5. Tubular upper A-frames are allowed. Upper A-frame mounts may be relocated.
6. Lower A-frame mounts cannot be altered. Must remain stock and in stock location.
7. No bump stops of any type allowed (frames or shocks).
8. No chains/limiters of any type allowed.
9. Stock type steering box. No rack and pinion. Steering quickener is allowed. Stock center link.
10. Tie rods may be tubular and made with heim joints.
11. Steel brake rotors and calipers only. No aluminum suspension parts allowed.

Rear Suspension:

1. One spring rubber allowed per corner. No progressive springs.
2. Quick change rear ends are allowed. Magnetic steel axle tubes, hubs, rotors, and drive flanges only. No gun-drilled axles.
3. Steel brake rotors and calipers only. No brake floaters.
4. All rear suspension mounts and/or brackets must be welded or bolted solid.
5. One spring allowed on each corner. All springs must be a minimum of 5 inches.



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6. Three (3) link suspension setups must adhere to the following requirements:

- Lower control arms must be a maximum length of 24 inches and minimum of 15 inches.
- Upper control arm should be constructed of solid material with no bushings or springs located at the top center of the rear end housing and remain centered over the rear end housing and top of the drive shaft (1-inch tolerance). No movable brackets.
- One panhard bar, minimum 23-inch length, may be mounted behind the rear end housing.
- J-bar may be used, minimum 19 1/2-inch length. Must be mounted from the left side of the chassis to the right side of the drive shaft.

7. Stock OEM suspension setups must adhere to the following requirements:

- Lower control arms must remain in stock location on chassis.
- Lower control arms must be mounted no lower than 2 3/4 inches from the bottom of the axle tube.
- Upper control arms must remain in stock location on chassis.
- Upper control arm mounts 7 3/4 inches from center of axle tube to center of mounting bolt.

8. Leaf spring suspension: Any leaf spring allowed. No coil springs allowed.

9. No bump stops of any type allowed.

10. Solid limiting chain allowed on left rear and right rear suspension. Must be a solid limiter.

11. J-bar mount at frame and pinion may be aluminum. No other aluminum suspension parts allowed.

4-Link Rear Suspension Rules:

1. One shock and spring per corner. Shock and spring must be separated.

2. Pull bar must remain solid.

3. Must have solid limiters; no springs or bumps.

Chassis and Frame Rules:

1. Wheelbase: Minimum 108 inches, maximum 112 inches. 1-inch tolerance maximum.

2. Stock production frames only. Must extend from 1 inch in front of power steering box to mid-plate.

Fuel, Fuel Cell, and Fuel Pump Rules:

1. An approved fuel cell must be securely mounted in the trunk area of the car, inside a 0.20-gauge metal box supported by a minimum of 2 x 1/8-inch steel straps. Fuel cell must have a roll-over check valve in the fuel cell vent.



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2. Gasoline, Racing Gas, or E-85 Fuel allowed. No methanol or alcohol. None of the following chemicals are allowed in any fuel used for competition:

No Nitrous oxide	No Propylene oxide
No Nitroethane	No MTBE
No Hydrazine	No Ethanol

 - A. Gasoline or Racing Gas – specific gravity NOT to exceed .744 at 60 degrees. .745 or greater will be disqualified. Fuel is subject to testing on site, or fuel samples may be taken and sent to an independent lab for testing.
 - B. E-85 – specific gravity NOT to exceed .7855 at 60 degrees. .7856 or greater will be disqualified. Fuel is subject to testing on site, or fuel samples may be taken and sent to an independent lab for testing.
 - C. It is the competitor's responsibility to know what is being put into their fuel cell.
3. VP Racing Fuels and Lubricants is the Official Fuel and Lubricant of Clayhill Motorsports Park. We encourage competitors to find your local VP Racing Fuel dealer as their products are proven to be most consistent and always "Making Power".
4. Drivers finishing in the top 5 may protest the fuel of cars finishing ahead of them. Protest fee is \$150. Driver protest must have money with them and notify Clayhill Motorsports Park track official within 5 minutes of the checkered flag in that event. Fuel sample(s) will be taken and sent to an independent lab chosen by Clayhill Motorsports Park track for testing. All officials' decisions and lab results are final and official.
5. Penalty for any illegal fuel: Disqualification for the event including no pay/no points.
6. No Electric Fuel Pumps.

SHOCK RULES

- o Steel bodied, symmetric (same size/diameter), non-adjustable shocks only.
- o Shocks must have solid shafts
- o No Schrader valve shocks
- o No piercing valves
- o Shock valving or gas pressure may not be adjustable at the racetrack.
- o No shock covers/No air shocks
- o No remote reservoir shocks
- o Shocks must fully collapse
- o No internal bumps allowed

Shocks found to be non-compliant will be impounded and disassembled for inspection to rule out "damage". Should the racer refuse this....it will be an automatic disqualification.



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TIRE AND WHEEL RULES

1. 8" wide maximum steel wheels. Beadlocks allowed. Stock type lug pattern only.
2. No wide 5 wheels or adapters.
3. Wheels covers must be securely fastened. Recommend wheels covers have a minimum of 5 mounting points. Wheel covers having only 3 attachment points must be bolted on all 3 points using a minimum 1/4" or 5/16" magnetic steel hex head bolt and fastening (nut assembly) system. Cars that lose a wheel cover may be subject to disqualification.
4. A. Front tires allowed: OPEN
B. Left rear: OPEN. Right rear tire allowed: Hoosier H500, M60, American Racer AR500 Extra or Stocker Hard (GROOVING OR SIPING ok).
5. Tires must remain in factory manufactured condition. Any alteration is prohibited. All decisions are final.
6. No chemical altering of tires.
7. Tire must punch 55 at ambient temperature(cold). The series durometer is the official durometer and testing method of punch number rule. Any tire failing to punch properly will be subject to further test methods and disqualification. Tire(s) in question may be confiscated and tested by means deemed necessary by Clayhill Motorsports Park officials. All decisions are final.
8. Drivers finishing in the top 5 may protest the tire of car or cars finishing ahead of them. Protest fee is \$150. Driver filing protest must have money with them and notify the track or Clayhill Motorsports Park official within ten(10) minutes of the checkered flag in that event. Tire samples will be taken and sent to an independent lab chosen by the Clayhill Motorsports Park for testing. All officials' decisions and lab results are final and official.
9. Penalties for illegal tires: Disqualified for that event.

FINES, PENALTIES AND SUSPENSIONS

1. Pre-Race Technical Violation(s): Any technical violation(s) discovered during pre-race technical inspection, the driver will be notified of violation(s), and car must be fully in compliance before allowed to compete.
2. Post-Race Technical Violation(s): Any technical violation(s) discovered in post-race technical inspection will result in money held pending violation results and will result in disqualification including money and points if deemed illegal.



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3. All decisions of the Clayhill Motorsports Park officials and/or the promoter regarding the application or interpretation of the rules, and the scoring of finishing positions shall be non-litigable. All participants agree that they will not initiate any legal action against Clayhill Motorsports Park, the promoter, or officials to challenge any decision, to seek monetary damages, to seek injunctive relief, or to seek any kind of legal remedy. Any such legal action pursued by a participant which violates this provision, the participant(driver) and/or owner expressly agrees to reimburse Clayhill Motorsports Park for all its attorney fees and costs in defending against such legal action.

CODE OF CONDUCT AND CONDUCT PENALTIES

1. Drivers, car owners, and teams are to always conduct themselves in an orderly and professional manner while competing at any Clayhill Motorsports Park event. Clayhill director will judge incidents of conduct accordingly and use the following criteria to assess any penalties upon a driver, car owner or race team as necessary.
2. Driver will be notified of penalties that have been levied by the Clayhill director. All Clayhill director's decisions are final.
3. Clayhill director may choose to levy monetary fines, suspension from sanctioned events, and deduct points as deemed necessary by rules infraction or actions taken by a driver at any time. Clayhill and tracks reserve the right to enforce or levy fines, points penalties, require changes, or suspension from competition for any actions deemed detrimental to the sport, Clayhill, or track. This includes, but is not limited to, social media posts, and/or derogatory or distasteful statement/slogans/photos/graphics on cars or any other driver related material visible to the public (i.e. helmets or driver's suits, trailer or transporter, etc.)
4. Clayhill will adhere to, and uphold any suspension levies on a driver by a specific track. If a driver has been suspended or barred from entering the property, that will be upheld by the Clayhill. Clayhill and sanctioned events do not overrule a track's decision to refuse entry to any driver, car owner, or crew member.
5. NOTE: These rules are not intended to eliminate competition or accidental contact. However, they are intended and may be used to penalize deliberate contact and/or over-driving in such a manner, that driver will be immediately suspended and removed from competing.
6. No driver will be allowed to compete/participate while under the influence of any alcoholic beverage or illegal/controlled substances. If a driver is found to be participating in such a manner, that driver will be immediately suspended and removed from competing.
7. Any physical confrontation, either on the track or in the pit area, will result in the aggressors being suspended for one race and loss of points



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8. Any driver who enters another driver's pit area, or approaches another driver's car on the speedway, will be deemed the aggressor. Away from either driver's pit area, both drivers will be considered aggressors. Drivers should be aware that they are responsible for any member of their race team, and the above penalties will apply to the driver concerned even if the driver is not directly involved.
9. Disciplinary action may also include, but is not limited to, the right of the Clayhill organizers and officials to suspend either temporarily, or permanently, any driver, team member or sponsor, whose actions, in the sole opinion and discretion of the Clayhill organizers and officials, may have resulted in, or may result in harm or detriment to Clayhill Motorsports Park.
10. Any incident(s) that are judged to be deliberate acts of aggression, whether on or off the track, under green or caution, will result in disqualification.
11. Clayhill officials reserve the right to revoke a competitor's membership at any time. All official's decisions are final.
12. Any disqualification will result in no points and no money for the event.
13. The decisions made and disciplinary actions taken by the Clayhill and officials hereunder shall not be appealed by the driver, team member, or team sponsor affected thereby.
14. ALL OFFICIAL'S DECISIONS ARE FINAL.