



Penn Can Speedway and Afton Motorsports Park **2026 Factory Stock Rules**

****Transponders are Mandatory****

This class is open to 1965 or newer American made cars with a factory minimum wheelbase of 108 inches or an aftermarket replica of a Stock/OEM factory frame with all Stock/OEM factory suspension mounting point in place, IMCA Mod Style chassis will not be permitted.

Body:

- Full frame cars can replace rear frame after kick ups with 2 x 3 tubing or round tubing equal in strength.
- Stock unibody cars must use 2 x 3 tubing from front clip to end of chassis No torque arm cars.
 - Minimum weight of 3000lbs with driver at completion of race. Track scales will be used to determine weight and will be final.
 - 4-point roll cage minimum with 4 door bars on drivers' side, front and rear hoops 1 ½" .095 tubing.
 - Stock steel bodies, aftermarket steel or aluminum bodies allowed but must remain stock appearing.
- Fiberglass hood allowed, max 5" spoiler allowed. No late model or Pro stock looking bodies.
- Must run stock appearing nose. The tail piece is optional.
 - If a car has a replacement floor or firewall it must be minimum 22-gauge steel.
 - All cars must be presentable.
- Driver's Door intrusion plate mandatory.

Front Suspension:

- All suspension and steering components must be OEM and in stock location, with the exception of steel tubular nonadjustable replacement upper control arms. b. Lower control arms must be stock equal length for that chassis.
- Aftermarket stock upper mounts are legal.
- Steering quickeners allowed.
- Spring cups or wedge bolts allowed must be welded.
- One non-adjustable non rebuildable shock allowed per wheel.
 - Shock option only (Afco 14 series or Pro WB Large Body Shock 2.00 Diameter)
- Front shocks externally mounted allowed. Stock front mounted shock allowed (Afco 1020,1021,1022 or Bilstein AK1043, AK1051, AK3050F, AK3060F,
 - AK4040F, AK5555F, AK6565F).
- Rear shock must be + or – 1" from stock location.

- Racing springs allowed.
- Chassis components must be the same as chassis being used.
- Jacking bolts and adjustable spring buckets must be welded. No chains. Wheelbase 108 inches + or – 1 inch.
- No bump stops on any shock (internal or external) or anywhere on the chassis.

Rear Suspension:

- Leaf springs - Chevy or Chrysler springs allowed.
- No pull bars, No 3 link, No pan hard or j bars. No chains
- Shackles or sliders allowed.
- May run Ford 9" with bolt-in axles or full floaters allowed. No gun drilled axles. No wrap up style axles. Both axles must measure the same diameters.
- Aftermarket upper and lower trailing arms (stock replacement, non-adjustable only). Equal length for both sides. No weight on or in the rear axle tube or suspension parts.
- 14" max Racing springs allowed.
- Jacking bolts and adjustable spring buckets must be welded.
- Rear end mounts must all be in stock location, no exceptions.
- All suspension components must be in OEM locations.
- Steel spool only, no lockers or traction control components.
- Rear lower control arms from the bottom of the axle tube to the center of the control arm bolt – 4 inches max.
- May add 2" to the top of the rear spring buckets. Must have stock spring buckets and cross member.

Engine:

Option 1 – Factory sealed 602 GM crate- Carburetors must be 650 or 650 HP ONLY. All carburetors must pass series go/no-go gauges (please contact Afton Motorsports Park Or Penn Can Speedway's tech inspection team if you are unsure). Must be of Holley design: no billet center sections (billet base plate permitted). Metering blocks and bowls must be of stock appearing design. Booster height must remain stock; no cutting or polishing. Must have straight leg boosters. One-inch carburetor spacer (maximum open hole). No divider or cutting marks. Drilling holes in throttle plates for proper idling permitted. Plugging vacuum ports permitted. Welding the throttle shaft to linkage arm and drilling of idle or high-speed air correction jets is permitted. Only two (2) standard thickness carb gaskets permitted. Must run stock mechanical type fuel pump bolted to the engine, driven by the camshaft via a pushrod. No electric fuel pumps of any kind.

- Motor must have factory seals only
- Option 2 – Open Motor
 - All engines must remain stock stroke configuration for manufacturers and cubic inch. Stock replacement cranks unaltered allowed with minimum 48 lbs.
 - Flat top or dished pistons only, flat tops must be 2 or 4 valve relief iii. Must use 5.7 I-beam or H beam rods. No billet or aluminum rods. iv.

No part of the piston may extend above the deck surface of the block
Max overbore GM 350 .060, Ford 351.060, Chrysler 360.040

- Stock production blocks only.
- Cast iron stock production heads only. Vortec 906 and 062 are allowed. No race flow or undercut valves. Max valve 2.02 intake 1.6 exhaust. No titanium valves allowed.
- No porting of heads or intake.
- Screw in studs and guide plates allowed max 3/8 stud, no stud girdles
No roller cams, no 4/7 swap.
- Engine must be in stock location. The fuel pump must be ahead of the cross member.
- Factory stock distributor, points or HEI allowed. Welding advance allowed. No circuit board modules. Must remain factory firing order.
- 12- volt system only.
- Holley 4412 or Rochester 500 cfm only. Both must be box stock. No XP or HP carb. Must pass tech tools.
- 1" carb spacer unaltered, No porting or tapering, No HVH style spacer allowed.
- 2-barrel unaltered intake or Edelbrock 2101 allowed.
- On Vortec heads – GM 602 crate intake only.
- No light weight crankshaft, minimum weight 48lbs.
- Stock replacement headers or stock manifolds only. 1 5/8 or 1 3/4 tube allowed. Crossover headers allowed. No 180, no tri y headers allowed. No merge collectors.
- Mufflers mandatory, must exit behind the driver. 3" pipes max, no 2 into 1 muffler or h or x pipes. Cant exit out of the door or body panel.
- Site plug mandatory 3-6 inches from front pan on left side.
 - Exception – crate motor.
- Full rollers are permitted. Poly locks allowed. Ball tip pushrods allowed.
- Stud girdles permitted.
- Screw in studs and guide plates allowed, but must be OEM size and location
- Aluminum water pumps allowed.
- No titanium valves.
- No Evac system.

Transmission, Bellhousing, Driveshaft:

- Any automatic or standard transmission allowed. No direct drives, burt, falcon etc. Standard transmission must have steel bellhousing and stock or stock replacement clutch and flywheel. No lite weight or triple disc. Automatic minimum of 10" torque converter functional.
- Steel drive shaft painted white only.
- Drive shaft loops are mandatory 6" from the front u joint and another in the middle of the driveshaft.
- All gears must work.

Brakes:

- 4-wheel brakes are mandatory.
- OEM steel calipers only.
- Aftermarket master cylinders allowed.
- Remote brake adjusters are allowed. No shut offs.

Tires and Wheels:

- Steel wheels only with maximum width 8". Bead lock allowed.
- Aluminum wheel covers are allowed and must be bolted by a minimum of 3 bolts.
- No wide 5 hubs.
- 1" lugs are mandatory.
- All season DOT tires only. 235/75/15 max size. Grooving and sipping allowed.

Safety:

- Aluminum racing seat mandatory. Must be mounted with minimum 6 bolts safely b. All cars must have a window net. The window net must be up and secure during racing.
- All drivers must have a working one-way radio at the correct frequency for track, in use at all times when on the track. Only communication with the driver allowed is by a track official.
- All cars must have some form of tow hook front and rear – mandatory. e. Ballast must be mounted securely with at least grade 5 bolts and painted white with car number on it.
- All fuel cells must have a rubber flapper valve.

ALL OFFICIAL AND TECH RULINGS ARE FINAL!!

While the above rules offer a good guideline, not everything can be covered by a written rule. If you have any questions, ASK FIRST. Any non-covered part can be deemed illegal at any time. Anything not covered in the rules is not to be assumed legal.