

Magnolia Motor Speedway

2026 FACTORY STOCK RULES

These rules are to tell you what you can do. If it is not in the rules and you do it, it is NOT LEGAL.

The Statement: Unless it came on a stock, mass produced vehicle, it is **NOT LEGAL UNLESS SPECIFIED HERE!** If it came on a stock, mass produced vehicle and it is prohibited here, it is **NOT LEGAL!** All dimensions are referenced as the car is raced. Your tire pressures, spring settings, etc. May put your car out of limits. No variances are allowed when / if the cars are checked / weighed going onto the track. Following the race, decisions on variances for accident is at the discretion of the Magnolia Motor Speedway Tech Inspector(s).

ELIGIBLE MAKES/MODELS:

Any Chrysler, Ford or GM model car that was / is mass-produced for the United States Market. **Frame must be unaltered, cannot cut frame for tire clearance or shock clearance in any way unless approved by tech. Must remain OEM.** Check with track before you build.

MATERIALS:

No ceramic or carbon fiber parts allowed.

RADIATOR:

One, mounted in front of the engine for the purpose of cooling water and, optionally, to cool an automatic transmission.

ENGINE:

Location: Stock location for Make / Model / Year.

Option 1

GM CAP SEALS or GEN-4 Green or GEN-5 Black Crate Racing USA Seals ONLY. **If Seals are altered, you will be DISQUALIFIED.** **May run 4-barrel carburetor, no super bowl carburetors. GAS ONLY. CRUSA engine rules apply only a Crate CRUSA certified engine builder can rebuild or work on engine. Crate Racing 602 Rules apply to this option.**

If you put a 602 Crate Motor in any other chassis besides GM, contact Magnolia Motor Speedway Tech Man for engine location.

You can claim a crate engine, for the market price of a new crate engine, take carburetor, distributor, plug wires, fuel pump, water pump and fan off. You

claim it as it comes from GM crate engine. Driver Only is allowed to claim a crate engine, only if the driver finishes in the Top 5. You can claim only a car that finishes ahead of you, you cannot claim backward. No spite protest. You get ONE attempted/or executed protest per year. Driver must protest within 10 minutes from checked flag, driver must have cash money and protest claim ready at time of protest.

Option 2

Engine MUST pull 16" of Vacuum @ 1,000 RMPs, 180 lbs. MAX compression, to be checked with the throttle closed. No Vacuum Pumps.

BLOCK: Stock-based, steel, small block not to exceed 362 ci. Must be stock bore (+60 okay) and stroke. NO stroker/hybrids (No 383ci Chevys, No 347 Fords, ect.) All engine casting numbers stamped on the engine must be unaltered.

CAM: Chain driven.

LIFTERS: Solid or hydraulic. No rollers or mushrooms. No ceramic.

PISTONS: Dished or Flat. No Domes.

RODS: OEM length. Example: SBC must be 5.7" I-Beam Rods No 6" rods. No H-Beam rods.

HEADS: OEM iron heads. Vortec heads okay, Vortec copy okay. Not to exceed 173 intake runner volume. No Porting or Polishing. OEM style stamped steel rockers. No roller rockers. No roller tipped rockers. Screw in studs and guide plates OKAY. No Porting/ Polishing.

VALVES: Maximum of 2 valves per cylinder. Max intake is 2.02. Max exhaust is 1.600.

CARBURETOR: One carburetor 500 cfm two barrel Holley with stock, unaltered, throttle arm and butterflies. Choke plate may be removed. No Porting or Polishing. MUST PASS GO/NO GO gauge. The accelerator pump squirters may not extend into the area directly above the venturi (Tech Purposes). Recommend Epoxing the boosters for safety.

CARBURETOR CLAIM: Any car owner of a car in the 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.** (Magnolia Motor Speedway Tech Inspector(s) will have final say so if carburetor is in shape to swap).

INTAKE MANIFOLD:

No Porting / Polishing. OKAY to drill the intake, to mount on Vortec heads. Any cast iron or aluminum intake. **Dual Plane Intake ONLY.**

CARBURETOR ADAPTER / SPACER:

No more than 1 adapter and no more than 1 spacer, a combined total of 1" thick. May be Aluminum, Wooden or Plastic. Cannot extend into manifold.

AIR FILTER HOUSING:

No vacuum lines allowed between the air cleaner and the carburetor. Only one, round, mass produced air cleaner may be used. Maximum size of the element will be 14" in diameter by 4" tall. Air cleaner top and bottom must be made of solid metal.

IGNITION:

Battery operated. OEM electronic ignition system such as HEI required. Distributor must be mounted in the stock location and maintain the stock firing order. No crank / triggered ignition. No ignition boxes.

ALTERNATOR:

If used, must be 12 volt and of OEM design.

HARMONIC BALANCER:

After market to include fluid damper okay.

NUMBER ONE PLUG:

Must be at stock location for make and model. Engine has to be in stock location on frame. **ZERO ENGINE SET BACKS.**

STARTER:

Full size or Mini Starter okay. **MUST HAVE STARTER.**

WATER PUMP:

After market okay.

POWER STEERING PUMP:

Stock location. : After market power steering pumps and steering quickeners are okay.

ACCESSORIES:

Other items must be OEM style but may be after-market items.

PROHIBITED:

Any titanium or other similar sophisticated lightweight parts. Mounting the engine so that the centerline of the crankshaft is more than 1" from the center point between the 2 top ball joints.

FUEL:

Racing gasoline OKAY. **NO E 85.** No aftermarket additives. No cool cans. See the safety rules on the required fuel cell.

EXHAUST:

Must exit approximately parallel to the ground and not be aimed in the direction of the cockpit. Headers OKAY with 1 5/8 inch primaries and 3" collectors. No over the frame or crossover headers.

FLYWHEEL/FLEXPLATE:

OEM steel only. OEM dimensions

CLUTCH/TRANSMISSION:

Single disc clutch only 10 ½" minimum. No aluminum flywheel. Stock type flywheel to weigh no less than 14lbs., stock type pressure plate no less than 13lbs., stock disc type clutch and flywheel required. Stock torque converter 11" minimum required with automatic transmission. Transmission may have shift kit installed, ¼" steel plate surrounding stock bell housing or blow proof bell housing required. No racing clutches are light flywheels, or small torque converters, or racing torque converters are allowed. Functioning torque converters must weigh 38lbs minimum.

DRIVE SHAFT:

OEM steel. Universal joints are to be similar in design to OEM units.

REAR END:

Ford 9" OKAY in any make. **When using 9" Ford make sure brackets are in stock location. IF any questions about stock location, call track BEFORE you weld brackets on.** OEM 5 or 6 lugs OKAY, **consider installing C-Clip eliminators** or other provisions such as that breaking a rear axle does not cause the axel to come out of the housing.

BRAKES:

Minimum of 2 rear and 1 front brake. No floating brakes.

BATTERY:

May use 2 batteries. If the battery is located in drivers compartment it must be in an enclosed battery box and securely fastened. No bungee cords or ratchet straps. **NO EXCEPTIONS.** Must power the starter and the ignition and any accessories.

CHASSIS:

OEM for Make / Model / Year of the body.

WHEEL BASE:

Must be as manufactured for the Make / Model / Year. **Minimum Wheel Base 108"**. A one-inch tolerance may be allowed at the direction of the Magnolia Motor Speedway Technical Inspector for accident damage the day of race.

STEERING:

OEM style for Make / Model. No Rack and pinions unless OEM Equipped.

SHOCKS: ANY Steel Body Shocks, must be mounted in stock location with stock OEM mounts. NO heim joints allowed on shocks. Stock Extensions OKAY.

Magnolia Motor Speedway has the right to take your shock or shocks at any time of the season and have them dyno, to make sure they are legal. During this time of checking your shocks, Magnolia Motor Speedway will provide you with a shock or shocks until the results come back. If for any reason your shock or shocks are deemed illegal, you will be disqualified, lose all points and winnings from that event. Winnings will be held, until we get results back.

There will be a **\$200.00 Claim Rule per shock**; you can only Claim ONCE a season.

FRONT SUSPENSION:

Upper A-arm and all steering linkage may be reinforced as long as their identities remain clear. May use stock dimension tubular upper A-Arms must be mounted in stock location on chassis. OEM style and dimensions racing shocks allowed. Shocks MUST use the OEM mounts and remain in their OEM location. NO SCREW JACKS. No Bump Stops or Shock Covers. NO SPRING RUBBERS. NO SPRING BUCKETS. NO CHAINS, NO CABLES, or NO TETHERS allowed anywhere on chassis or suspension. **SHOCKS MUST BE MOUNTED IN STOCK LOCATION, SHOCK EXTENTIONS OKAY. No adjustable upper or lower control arms.**

OEM style and dimension racing springs allowed. Springs must remain in their stock mounts and locations. For coil spring cars you may use 5" springs. Chrysler torsion bar suspension is permitted if it was stock on the year and model designated for the car. No driver adjustable suspension devices permitted. Lower control arms MUST BE STOCK to the chassis being used. Also, upper control arms, spindles and lower control arms must be in STOCK LOCATION for chassis being used. Speedway 3-Piece Spindle or Stock ONLY. Spindle must be for make of car. (Example Carmro to Carmro, Metric to Metric.)

REAR SUSPENSION:

OEM. Shocks must use the OEM mounts and remain in their OEM location. If using a 9inch Ford housing lower, shock mount must be 4½ inches below bottom of axle tube. ½ inch TOLERANCE. Shock Extensions OKAY, No Spacers or Washers. **No adjustable lower trailing arms or upper arms.**

NO SCREW JACKS. No Bump Stop or Shock Covers. OEM style and dimension racing springs allowed. NO SPRING RUBBERS. NO SPRING BUCKETS.

NO CHAINS, NO CABLES, or NO TETHERS allowed anywhere on chassis or suspension. Springs must remain in their stock mounts and location. For coil spring cars you may use 5" springs. Chrysler torsion bar suspension is permitted if it was stock on the year and model designated for the car. OEM design leaf spring setups in which the springs are securely fastened to the rear end are OKAY. No driver adjustable suspension devices permitted. No "Z" links, aftermarket pan hard bars, aftermarket J-bars, torque links, torque arms, damper shocks, fifth coils, ECT.

TRACTION CONTROL:

Other than listed under REAR SUSPENSION, no other traction devices are permitted.

BODY:

OEM production body or **sheet metal body OKAY MUST LOOK STOCK APPEARING (WE WILL NOT LET THIS GET OUT OF HAND)**. Complete stock body, unaltered except as stated here. Hoods may be gutted. **Front fenders must be no wider than 12 inches' maximum.**

DRIVER COMPARTMENT:

All cars must have a dash 24 inches' maximum from the firewall.

You can run STOCK floor pan and firewalls in stock location, if you run stock floor pan and firewall in stock location, (MUST BE IN STOCK LOCATION) Driver does not have to worry about measurement on back of engine block to seat, because it is in STOCK LOCATION.

OR

Minimum of three windshield bars in front of driver. Aluminum high-back seat only, must be bolted in using minimum 0.375 inch bolts. Seat must remain inside all confines of roll cage. Maximum 70 inches from the back of the engine block to the front side of seat, measured at the shoulder harnesses. Driver must be sealed off from track, driveline, engine and fuel cell. Kick and rocker panels may be removed. Front OEM firewall may be replaced using steel fabricated full firewall, 18 gauge or minimum 0.049-inch thickness. Entire firewall can be no further back than 12 inches from the back of engine block, measured horizontally. Dash must not extend more than 24 inches back from top of firewall. Dash must be flat, extend from door to door, rear can be no higher than front, except for cowl in front of driver. OEM floor pan may be replaced using steel fabricated floor pan, 18 gauge or minimum 0.049-inch thickness, securely welded to frame. Floor pan may be replaced from front firewall to rear halo supports. Must remain flat/OEM appearing from frame rail to frame rail, can be no higher or lower than frame rail. Exception is maximum eight-inch-tall driveshaft tunnel. Tunnel must remain similar to OEM tunnel in size. No cockpits, interior must remain open. Inner panel on outside of passenger door bars allowed, may connect to top of door. Full rear firewall may be aluminum or steel and may be located no further forward than rear halo supports and no higher than bottom of rear

opera windows. All holes in firewalls must be covered with metal. No driver-adjustable devices allowed while car is in competition except brake adjuster. No mirrors.

NO decking allowed, must have open cockpit from firewall to rear

of seat. All doors must be welded and / or bolted shut. Doors may be gutted. Install 3 driver's sidebars, with 1/8" steel plate covering the door bars from front to back and top to bottom welded in place on outside of bars (Strongly Recommended). Install a minimum of 2 right side bars. The frame rails do not count as the door bars. See the safety rules for other items. Front inner panels optional on shock cars, required on strut cars. Trunk lid may be gutted. All glass must be removed. No mirrors. Grill may be replaced with wire mesh. Must have stock bodylines. Must have a metal firewall between driver and fuel cell. No fuel line in driver's compartment unless contained in conduit/pipe. Fenders may be cut for tire clearance. Front fender well may be removed. The rear of the car must be closed in. Rear of car must have downward slope from back of rear glass to back of trunk lid or tail piece. A minimum of 2 inches. **Must have tailpiece from the trunk to the rear bumper, must be minimum of 10 inches' material (solid metal or aluminum), from quarter panel to quarter panel OR an aftermarket tailpiece.**

NOSE / GRILL:

Aftermarket plastic nose for Make / Model OKAY. Front grill may be removed if such nose is installed. MUST Match Body/ Year Model.

Hood:

May have an opening for the air cleaner. The claimed engine size must be displayed on each side of the hood reading from the closet side of the car. Use letters at least 3" tall with the length proportional to the height.

ROOF:

Stock appearing. No spoilers or wings. The left and right edges of the roof are to be approximately the same height from the top of the doors and quarter panels. No more than 1" tolerance. The left and right side support panels for the roof must be the same design and front to back length.

INTERIOR:

See the section on SAFETY.
No part of the seat may extend rearward past the plane generated by connecting the rear most edges of the doors. Aftermarket GAS pedal OKAY. (May be relocated). Must retain OEM window openings.

TRUNK LID:

Required. May be gutted. Must be able to be opened.

REAR BUMPER:

Any Make / Model OEM OK. Fabricated OK if approved by Magnolia Motor Speedway Tech. Ends must be smooth. Must be attached to the frame or roll cage in at least 4 places, 2 on each side of centerline.

SPOILERS:

Not allowed, **PERIOD**. (If your car came with one take it OFF).

WHEELS:

15X8 Steel wheels only. No wide fives. Must mount with at least 5 lug nut design. Mud caps OKAY. **Bead Locks OKAY RIGHT SIDE ONLY**.

TIRES:

Hoosier H500. Grooving and Siping OKAY.

NO MUD GRIPS. NO CHEMICAL ALTERATION ON TIRES.

WEIGHT:

All cars must weigh 3200 pounds with driver on board.

*****HIGHLY RECOMMEND You are allowed to have two seats in car for a passenger, you MUST have proper door bars in right side of car and proper safety seating. If you have a passenger and WIN a race you receive a \$50.00 BONUS.**

Any Passenger Under 18 years of age MUST Be approved by Magnolia Motor Speedway Tech Official.

GOOD LUCK IN POST RACE INSPECTION

**IF YOU FEEL YOU NEED TO TEST THESE RULES,
MAY BE YOU SHOULD START IN STREET STOCK.**

We will pill draw, run heats using passing points to get starting position for the feature, unless we qualify.