

# CAMDEN SPEEDWAY FACTORY STOCK | 2026

All general rules apply to this class: 2026 changes in Yellow

Raceceivers are mandatory!! Transponders are Mandaory!!

**Weight:** minimum of three-thousand two-hundred (3200) pounds.

Must be posted on both right and left a-pillars

**ENGINE SPECIFICATIONS:** ENGINE AND BODY MUST BE OF SAME MANUFACTURE SUCH AS FORD TO FORD, GM TO GM, ETC.

**OPTION 1:** No Engine set back. Stock location only.

**QUICKSILVER 357;** 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. MAY RUN 4 BBL CARBURETOR.

**OPTION 2:** No Engine set back. Stock location only.

**MAXIMUM CUBIC INCH:** CHEVY 362, FORD 362, OR DODGE 365. OEM CAST IRON OR CRATE BLOCK.

**COMPRESSION NOT TO EXCEED 180 LBS. WITH THROTTLE CLOSED AND MINIMAL 16 INCHES OF VACUUM AT 1000 R.P.M**

**NO VACUUM PUMPS**

**BLOCK 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.

**Stock 5.7 stock type I beam rods. No H beam or 6" rods.**

Any flat top Piston. No dome.

**OEM iron heads. Vortec heads okay, Vortec copy okay. Not to exceed 173 intake runner volume**

Max. valve 2.02 intake, 1.60 exhaust.

Screw in studs or pinned studs allowed, guide plates allowed.

**Stock style rocker arms only.** No roller or roller tips.

Poly locks permitted.

**Cast iron or aluminum dual plane Intake, may be drilled for vortec heads**

No polishing, porting or match porting anywhere.

OEM Manifolds, or HEADERS optional. No Tri-y, 180's

**Any hydraulic or solid cam.**

**No High vacuum, roller, ceramic or mushroom lifters are allowed.**

## **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 a RPM limiter.

**Must have a working tachometer.**

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## **BODY:**

Any 1960 or newer American made sedan 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 floor pan must be at same level.

Frame connectors for unibody cars allowed.

**No spoilers will be allowed.**

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 nose.

Fiberglass hoods allowed. No side nerf bars allowed.

Minimum cutting for the tire clearance is allowed.

May enclose cockpit, must have inspection hole.

Steering column, may be replaced with straight steering column or steering shaft.

Quick disconnect steering wheels allowed.

Quick steer box allowed.

## **CARBURETOR:**

**Engine Option1: 4 barrel carburetor OK.**

**NO super bowl carburetor allowed.**

**Racing fuel or gasoline. No alcohol, E-85, nitrous or any additives**

**Max 1 inch adapter plate OR spacer under carburetor allowed.**

**Removal of Choke rod, plate and linkage allowed, Choke tower (air horn) must remain intact.**

**Manual fuel pumps only**

**Engine Option2:** 500 cfm two barrel Holley with stock, unaltered, throttle arm and butterflies. (Measured with go/no-go gauge). With max. stock venturi of (1 3/8) inch.

The bottom of the carburetor throttle bore maximum can be no larger than (1 11/16) inch diameter.

Racing fuel or gasoline. No alcohol, E-85, nitrous or any additives.

NO Super bowl carburetor allowed.

**The accelerator pump squirters may not extend into the area directly above the venturi (Tech Purposes).**

**Recommend Epoxying the boosters for safety**

Max 1 inch adapter plate OR spacer under carburetor allowed.

Removal of Choke rod, plate and linkage allowed, Choke tower (air horn) must remain intact.

Manual fuel pumps only.

## **STEERING:**

- **STEERING COLUMN MAY BE REPLACED WITH STRAIGHT STEERING COLUMN OR STEERING SHAFT. QUICK DISCONNECT STEERING WHEELS ARE ALLOWED. QUICK STEER BOX ALLOWED.**

## **SUSPENSION:**

- All suspension must remain in stock location.
- Tube upper A-arms OK, Lower must be stock.
- Front outer tie rod ends may be heim joints for cost and rigidity.
- After market steel spring allowed, NO Fiberglass allowed.

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- Stock rear ends may be locked. 9" Ford rear ends allowed, Floater rear ends allowed.
- Lowering blocks allowed. Nonadjustable ONLY. No adjustable bars. No weight jacks.
- No traction control devices.

## **Brakes:**

- 3 wheel working brakes. 2 rear, one front.
- Rear disc brakes ok, rotors and hats must be steel. Stock cast calipers
- After market pedals will be allowed.

## **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.

## **TRANSMISSION:**

- **STOCK/OEM MANUAL OR AUTOMATIC WITH WORKING TORQUE CONVERTER.**
- **MINIMUM 10.5-INCH CLUTCH. FLYWHEELS MUST BE STEEL AND WEIGH A MINIMUM OF 14 LBS.**
- **STOCK TYPE PRESSURE PLATE NO LESS THAN 13LBS.**
- **STOCK TORQUE CONVERTER 11" MINIMUM REQUIRED WITH AUTOMATIC TRANSMISSION.**
- **BLOW PROOF BELL HOUSING REQUIRED.**
- **NO RACING CLUTCHES OR LIGHT FLYWHEELS, OR SMALL TORQUE CONVERTERS, OR RACING TORQUE CONVERTERS ARE ALLOWED.**
- **FUNCTIONING TORQUE CONVERTERS MUST WEIGH 38LBS MINIMUM.**
- **NO AFTERMARKET TRANSMISSIONS.**
- **DRIVE SHAFTS STEEL ONLY – PAINTED WHITE. DRIVESHAFT LOOP MANDATORY**

## **TIRES:**

- **Hoosier H500 ONLY.**
- 15 x 8" steel wheels max.
- Bead locks allowed.
- 1" lug nuts required.
- 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 IT, YOU CAN'T RUN IT.**

**VALVE COVER WILL/MAY BE REMOVED EACH RACE FOR TECHING.**

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

**ANYTHING NOT SPECIFIED MUST BE OEM STOCK AND IN STOCK LOCATION.**

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