

2017 Economy Stock Rules

Economy Stocks formally Novice Stock are intended to be an entry level or stock division for the budget minded racer. The purpose is to keep costs down for everyone to have fun. If you are here to win big money or take things too seriously, you should find another class. This class is for cars that race, not race cars.

All components are subject to inspection and approval of inspecting officials. No equipment will be considered as having been approved by reason of having passed through inspection unobserved. GCS management reserves the right to make any necessary changes to enhance the racing program or safety.

At Race Directors discretion, a driver who is registered and competing in an upper class may not be allowed to compete in the Economy Stock division during regular race points nights, does not apply to non-points races or special show races.

TERMS – The terms “stock and O.E.M.” means that the item/part must have been a standard item/part on the MAKE and MODEL of the vehicle being driven as a racecar. Just because the company that manufactured the vehicle manufactures a part does NOT mean the part is legal. The part must have been available on the specific vehicle being used as a racecar.

DRIVER\CAR - A driver or car who is registered and competing in an upper\lower class may not be allowed to compete in the GCS Economy Stock division during regular race points nights.

Drivers under the age of 18: There is no age rule on drivers under the age of 18. Any driver is eligible to compete, but must prove the ability to safely perform on the track. Each driver will be admitted to the class on an individual basis, either by previous history of racing, or by an on track demonstration of performance at GCS. Our goal is safety and enjoyment for young drivers. Young drivers who are not ready to race in this class may be asked to be mentored by a seasoned driver for instruction.

PASSENGER – Must match driver side cage. Including but not limited to steering wheel, window net and arm restraints – Full containment seat recommended and Passenger must be able to reach working fire extinguisher. GCS reserves the right to deny a Passenger, due to safety or just because at any time.

Raceceiver: All drivers are required to have a working RACEceiver for the 2017 Racing Season. Raceceivers are mandatory. Anyone found with a non-working raceceiver during the race, may be subject to last place point and pay in all races.

DRIVER RESTRAINT/SAFETY: All Safety Equipment is Subject to Track Inspection and Approval, applies to all times car is on the track including packing, both driver and passenger. Snell-Rated Helmet in Good Condition, SFI-Approved full fire suit, fire retardant gloves, shoes and neck brace (or head and neck restraint system). Minimum three inch wide SFI-Approved Five Point Safety Belt assembly required (2 inch with head and neck restraint system) and must mount securely to main roll cage with 7/16 bolts. Fire-resistant roll bar padding required on any part of roll cage driver or passenger may contact while buckled in. Aluminum high back racing seats required, (Driver and Passenger) must be securely mounted with a minimum of four 3/8 bolts. Seat mounting must be integrated into roll cage design and be in stock OEM seating location, seat cannot be bolted to floor pan. Minimum 16 inch X 20 inch driver's side window net is required and must be mounted to roll cage so that latch is on top and front of window opening. (Also required on passenger side if passenger is in car). Fire extinguishers are mandatory in the driver's compartment within the reach of the driver when buckled in, must have a fill level gauge. Recommend: Safety Belts to be no more than two years old.

FRAME: Any American made OEM 1964 or newer full frame or unibody full bodied rear wheel drive stock passenger car, Station Wagons. No commercial vehicles, No Camaros, No Firebirds, No Trans AMs, No Mustangs, No Corvettes, No Convertibles, No Sports Cars, No Front Wheel Drives allowed. GM to GM, Ford to Ford, Chrysler to Chrysler. Frames must be OEM Stock, no cutting, shortening, lengthening or modifying is allowed. Minimum wheelbase of 108 inches. Frame may be X-braced.

Unibody cars may tie front frame to rear frame, may plate top section of rear unibody frame. Full frame cars may replace rear frame section with minimum 2 inch x 3 inch x 095 steel tubing from 1 inch behind factory shock tower and be must be same length as material removed, shock tower must remain stock be in stock location and be full and complete.

TRUCK RULES: ½ ton (eg d100, c10, f100) and 5/8 ton (eg d150, f150, 1500) truck allowance rules for novice stock. No 3/4 ton or higher permitted. Lowering of the truck is allowed Based on the following below. Rear axle can be moved on top of leaf springs but has to remain in same spot. Leave the original spring perch on top of the axle and weld new spring perch directly underneath. Do not change location. Drop shackles can be used instead if available. Minimum spring length on front springs is 9 inches. Drop spindles are allowed where/when available. Removal of rear tail gate is allowed can be replaced with sheet metal. Or run no tail gate. Truck bed can be covered if wanted but not necessary. Fuel cell is to be located in the bed of the truck secured properly and not to extend higher than 5 inches over the sides of the truck bed. All other rules from cars to be applied to trucks unless otherwise stated above is over ruling.

ROLL CAGE: Minimum of a four point roll cage with continuous hoops must be constructed of magnetic steel tubing of no less than 1.5 inch OD x .095 inch wall thickness and must be welded to OEM frame. Main roll cage and halo must be a minimum of 1 inch above drivers head with helmet on and buckled in car. Main cage rear hoop must have a minimum of one horizontal bar and one diagonal bar from top of hoop to bottom of down bar. Main cage front uprights must tie together with a minimum of one horizontal bar. Front left and right kickers required from main cage to in front of engine. Rear left and

right kickers required from main cage to rear frame section. Front and rear loops allowed. All welds must be complete. Door Bars: Minimum of 3 driver's door bars 1.5 inch OD x .095 inch wall thickness, parallel to frame and perpendicular to driver and a minimum of 2 horizontal passenger door bars (3 bars also required on passenger side if passenger in car). Must be constructed with a minimum of 3 vertical bars from frame to top door bar in an intertwined fashion to strengthen door bar system. Driver's side steel door plate of 18 gauge or 0.0049 inch minimum thickness is required, plate must extend the full length of the door, may be welded into door bar system design. (Also required on passenger side if passenger in car). All welds must be complete.

BODY: Stock OEM to make and model. Body Must be maintained in such a manner as to keep a presentable appearance. Bodies must be stock appearing, panels may be replaced with stock appearing steel aftermarket panels (18 or 20 gauge).

Example Appearance or Purchase: Five Star or Performance Bodies stock replacement panels.

NO spoilers (even if factory equipped), no wings, no skirts, no air scoops, or anything that alters stock appearance. Bodies cannot be moved from the original rubber bushing location no more than + or - 1 inch. Upper front windshield visor is allowed not to exceed 7 inches in width. Doors must be bolted or welded shut, sunroofs and T-tops must be reinforced and enclosed. All glass, plastic, upholstery, lights, mirrors, and trim must be removed. Front inner fender wells may be removed, rear outer fender wells may be removed to middle seam. No gutting of roof A, B or C pillars, pillars must remain stock. Front and rear firewall, floor pan, kick panels, and rocker panels must remain stock be full and complete and remain in stock location, floor pan may be cut for roll cage installation clearance only, all openings must be covered with 20 gauge steel to isolate the driver. Any rusted out or partially missing floor pans or other panels may be replaced with 18 gauge steel. Front and rear outer fenders may be cut for wheel and tire clearance, not to exceed 7" of the tire circumference. No excessive trimming of fenders or hoods allowed, must maintain stock appearance. No enclosed interiors or decking allowed, no part of dash can be more than 28" inch from back edge of the center of the hood.

Trunk floor may be removed no farther forward than rear frame cross member. Inner skin may be removed from hood, truck lid and doors. Hood and trunk and must be secured with hood pins, no holes allowed in hood except for hood pins.

Must start each race night with all body panels including hood, trunk lid, fenders, nose or tail piece and bumpers. Cars with floppy or loose body parts considered as a safety hazard will not be allowed to compete until requested repairs are made. A minimum of three vertical windshield bars are required in front of driver, must be solid steel bars minimum 3/8" OD (also required on passenger side if passenger in car) and must extend from upper windshield flange at roof to lower windshield flange at cowl. No roof rake, must remain as OEM produced.

NERF BARS: One Nerf bar per side allowed not to exceed 1 ½ inches from body line. May be constructed of square or round mild steel tubing maximum of 1 ½ inch OD. Must be rounded or closed and turned

back toward body with a 90 degree angle on both ends, with no sharp edges. Performance Bodies type Lexan Decal Protection OK, must be mounted be flush to body. Nerf bar or decal protection may not extend past front edge of door and must end in front of rear wheel opening.

BUMPERS: Stock type front and rear bumpers required with straps to prevent hooking. Fabricated pipe front and rear bumpers will be allowed on cars with aftermarket nose and tail pieces. All support piping must be behind nose and tail pieces, support may extend past front frame horns but no bracing allowed outside front frame horns. **NO CATTLE GUARD FRONT OR REAR BUMPERS** – Subject to Track Inspection and approval. No sharp edges.

Must have a visible chain loop for wrecker hook up on front and rear of car, if plastic bumper caps used.

ENGINE: Any OEM factory production small block cast iron V-8 engine. Stock replacement pistons, no light weight pistons or wrist pins, no floating wrist pins (rod to pin). OEM or OEM replacement 5.7 connecting rods only, aftermarket rod bolts allowed. Stock OEM or OEM standard weight replacement cranks, minimum crankshaft weight 48lbs. No bull nosing, lightening holes or knife edging allowed. Maximum stroke of 3.48 inches. Engine Balancing OK. No splayed main caps. No 400 blocks (small or big blocks) or stroker motors. Engine bolts may be aftermarket. Aftermarket Harmonic Balancer OK.

Maximum engine cranking compression is 175 psi. For testing the engine rotating assembly will be “spun” by the starter, for five “hits” on the cylinder being tested. **Motor must pull minimum of 15 in @1000rpm measured at the manifold.**

****** All Engines will be required to run an MSD soft touch rev control part # MSD #8728 or #8727CT rev-control and 6,000 rpm chip. One grace Race allowed and must start at rear of field for entire night. If you do not notify us in advance, you will be disqualified and receive no points or pay for the night. ******

Aftermarket oil pans OK, all oil pans must have a 1” inspection plug. The plug should be located on the left hand side approximately 2” down from the pan rail and in line with a connecting rod assembly that is convenient to look at when the pan is installed in the car. No type of windage trays allowed. OEM type timing chain system only, double roller OK, No gear drives or belt drives. Aluminum pulleys OK, Cast iron water pump. Aftermarket power steering pump with integrated tank OK, must be in OEM location; solid motor mounts allowed but must be in OEM location, NO tolerance.

Cylinder heads - OEM production unaltered cast iron cylinder heads. OEM casting number must remain on heads. No Vortec or double hump heads allowed. 305 heads allowed on 305’s motor only, 305 heads not allowed on 350’s. Guide plates, 3/8 X 7/16 screw in studs and poly locks allowed, pinning of OEM studs allowed. 1.5 Stamped Steel Rockers on GM & Chrysler, 1.6 on Ford (No full roller or roller tipped rockers allowed). No gasket matching, no porting or polishing. After-market valve cover with breather tubes OK. Oil diverters are allowed under valve covers.

Intake- Stock unaltered cast iron or aluminum OEM intake manifolds only. No aftermarket, bowtie, marine, or high-rise intakes. No internal modifications of any intake permitted, No deburring or grinding allowed. Must have a ¼ inch accessible vacuum port on intake for Tech. Camshaft and Lifters Hydraulic camshaft and hydraulic flat tappet lifters only, no roller lifters. No Rhoads, Variable Duration or “Bleed Down” lifters they are not allowed.

GM firing order 1-8-4-3-6-5-7-2. Engine must have a minimum of 15 inches of vacuum at 1000 engine RPM. No tolerance No vacuum canisters allowed, brake booster will be disconnected and capped during time of vacuum inspection. Fitting must be present... no mods to test.

CARBURATOR AND FUEL: One unaltered 500 CFM Holly 4412 or OEM Q\Jet 2-Barrel is allowed and subject to be checked with go-no-go gauge. Removal of the choke flap is the only modification allowed, choke horn must remain and cannot be removed. Must have two throttle return springs. An adapter/spacer will be allowed under the carburetor, maximum 1” thickness to adapt the 2 barrel carb. No 4412 Ultra XP allowed. No GM Spread Bores. No fuel injection. No top flow style air cleaners allowed. No type of RAM Air or Forced Air Induction will be allowed. 112” or longer wheel base cars may run a stock OEM Q\Jet 4-barrel carburetor only.

Fuel - Pump Gas, Aviation Gas or Race Fuel with no additives, no methanol or smell enhancing additives. Mechanical fuel pump must be stock mount push rod activated, aftermarket manual type pump is OK. (Example: Carter, AC, Holley). Electric fuel pumps are not allowed. Fuel lines which pass thru driver’s compartment must be enclosed in metallic conduit or pipe from front firewall to rear firewall.

Fuel Cell - Racing Fuel Cell required maximum capacity of 22 gallons, 12 or less recommended and must be enclosed in a 20 gauge steel container. Must mount between rear frame rails and be properly supported and protected. A minimum of two solid steel 2 inch in X 1/8 in thick straps are required around entire fuel cell. Fuel cell may not be lower than rear frame rails. Fuel Cell may also be mounted on top of stock trunk floor pan and be secured with 1 inch X 1/8 inch straps or 3/8 inch steel cable. Fuel cell or tank must have a one way check valve to prevent fuel leakage in event of roll over. No plastic boat tanks.

EXHAUST: Stock cast iron exhaust manifolds only, NO center dump (ram horns), NO Corvette (2.5” port exhaust), marine, or tubular steel type exhaust manifolds. No headers. Exhaust pipes must turn down or extend past driver’s compartment. Header pipe must be retained.

TRANSMISSION/DRIVESHAFT: Only Automatic OEM production transmission allowed, with the exception of No 5, 6 speed or overdrive transmissions allowed. All forward gears must be in working order on all transmissions, with a neutral and working reverse. No aluminum or light weight flywheels. Automatic must have a fully operational torque converter with a minimum of 11 inch diameter with no modifications. No “Dummy” converters. No Direct Drive automatic transmissions allowed. Automatics must pass following inspection, with engine at idle, and brake applied, transmission must shift from “neutral” gear to “reverse” gear and from “neutral” gear to “low “gear, without causing engine to stall.

Race car must remain stationary during such shifting and testing. SFI Rated flex plate required, Scatter shield recommended on all automatic transmissions. Transmission cooler OK, if mounted in driver's compartment must be shielded to protect driver from fluid in case of leak.

SUSPENSION: Front and rear suspension must be stock for that make and model with no modifications. No alterations to any part of the suspension will be allowed. Cannot relocate or move upper A-arm mounts on frame.

Ball joints - Must be OEM replacement. No extended, low friction or rebuildable type ball joints. Upper and Lower A-Arm bushings may be replaced with OEM rubber type only. No offset, spherical or low friction bushings allowed front or rear.

NO EXCEPTIONS – NO RACING SPRINGS OR SHOCKS

Springs - No racing springs allowed, minimum 4.5 inch OD springs, rear springs should of single or double pigtail design and fit stock spring perch on rear end. No adjustable spring spacers or adjustable weight jacks of any kind, trucks may use nonadjustable lowering blocks, must use OEM replacement rubber style bushings in front and rear springs, rear sliders not allowed. No bump stops of any kind allowed. Sway bars allowed, must be OEM design, with equal height/spacing on each side, no preload.

Shocks - OEM stock mount replacement shocks only. No air shocks, No racing shocks, No big body shocks. Shocks with grinding marks or shocks which are painted over will result in DQ. Shocks must have stock type rubber ends, no screw on type rod ends, must be mounted in stock location on frame. Shocks must fully collapse and extend. Shock claim – All (4) \$100 & swap or (1) \$25.00 & swap.

REAR END: Rear-end must be stock OEM for make and model of car. OEM Brackets in STOCK location. Control arms cannot be lengthened or shortened. Any gear ratio is allowed as long as the housing doesn't have to be altered to accept. Rear end must be locked. Mini spools OK. No limited slip or posi-traction allowed. **OEM Pinion Angle.**

STEERING: Must use stock OEM gearbox for make and model. May use aftermarket steering shaft, related components and quick release steering wheel disconnect. Quick Steer allowed. No remote power steering allowed. Drag link, tie rods and all other steering components must be OEM replacement for make and model. Bolt on Spindle Savers OK.

BRAKES: Brake system must remain stock OEM. OEM pedals in STOCK location, brake pedal may not be extended. Single (1) OEM or OEM replacement brake master cylinder. No brake bias adjusters. Car must have a minimum of 4 wheel brakes in working order at all times. For safety purposes, rear disc brakes optional, rear disc brakes must be steel components only; caliper must be of single piston type only.

WHEEL/TIRES: Wheels - Any 15 inch diameter X 8 inch wide steel wheel permitted. 5/8 studs and 1 inch lug nuts are required. Maximum 1 inch wheel spacers are allowed for asphalt pull offs only, minimum of

2 available threads must be visible on stud after tightening of lug nut. Must use same size spacer on all 4 wheels if used. Right rear Bead lock and wheel cover allowed. No bleeder valves.

Tires – Nascar pull offs or 60 Series Street Tires. Grinding, siping and grooving allowed on pull offs only, No Hoosier DOT tires, No Retreads. **Pull offs must durometer a minimum of 50 after race.**

ELECTRICAL/BATTERY: The car must have a battery disconnect switch located outside the car and easily accessible to emergency track personnel and clearly label. If the car is equipped with a working alternator the switch must also disable alternator. Only one 12 volt battery is allowed. Battery must be in sealed enclosure and securely mounted if in located driver's compartment, recommended to be trunk area and must be between and above frame rails, subject to track safety inspection and approval. Aftermarket Starter OK, must be block mounted.

IGNITION: OEM Stock type distributor in stock location only, can be HEI or points type. Aftermarket OEM style replacement components OK All components of HEI distributor including coil must be internal, points ignition may run external coil. No external spark boxes or adjustable rev limiters. NO traction control devices of any kind. Excluding spark plug and external coil wires, maximum of 2 wires connected to distributor one switched positive for ignition and one for tachometer.

****** All Engines will be required to run an MSD soft touch rev control part # MSD #8728 or #8727CT rev-control and 6,000 rpm chip. If you don't have one... One grace Race allowed and must start at rear of field for entire night. If you do not notify us in advance, you will be disqualified and receive no points or pay for the night. ******

RADIATOR/ENGINE COOLING: Only one radiator is permitted in stock location, Aluminum radiator OK. Radiator protection is required, must not extend outside frame horns or forward of hood. Radiator core support may be removed and alternate radiator support fabricated. Water pump mounted fans only, spacers allowed, No electric fans.

WEIGHT/BALLAST: Minimum car weight with driver - 3300lbs. No added weight of any kind is allowed.

SCORING: Numbers must be a minimum of 24 inches in height and 4 inches in width. Must be on both sides of car and positioned on roof so it can be read from passenger side of car. All numbers must be of a contrasting color and be easily read from scoring tower. Recommend one 6' number on front of car to aid in line procedures

PROTEST RULE: Any driver in the same race and on lead lap may protest a car finishing in a higher scoring position after Main Event at tech area. Protest must be accompanied with 250.00 in cash and must be presented to Track Tech Official before the start of Main Event. If determined to be legal protested driver will be awarded \$200.00. If found illegal protester will be refunded \$200.00 and driver will forfeit all points and winnings for night. Under all protest Track will retain \$50.00 of the protest fee.

CLAIMS:

1. Top 4 are eligible to be claimed.
2. To claim any component you must:
 - Have previously taken the checkered flag at 4 consecutive nights prior to the claim.
 - Start the feature with the car claimed and finish behind the car claimed and take the checkered flag.
 - 1 (one) claim per registered car per race season.

Options: Make and Model, Like for Like

- Long Block Claim \$500.00 & swap Long block only (track retains \$50 for tech and \$50 for wrecker)
 - Head Claim \$250 & swap (track retains \$50 for tech)
 - Carburetor Claim \$80.00 & swap
 - Distributor Claim \$60.00 & swap
 - Shock (1) \$25.00 & swap
 - Spring (1) \$25.00 & swap
1. Must sell or forfeit all money for night, points for season.
 2. A second refusal will result in suspension from this class for the remainder of the season.
 3. Track may cancel claim if they feel it is in the best interest of the class.
 4. Track may claim any component listed at any time without swap.

OFFICIAL RULINGS: Officials reserve the right to make final decisions in the interpretation of any rules or race procedures at any time. No equipment will be considered as having been approved by reason of having passed through inspection unobserved. We reserve the right to make adjustments in rules at any time.

NO GRUDGE PROTEST! COURTESY RULE: If you have any questions or require any clarifications please do not hesitate to ask. GCS Race Director / 903-892-5703 ALL cars are subject to track inspection and approval before entering into competition, and may be subject for re-inspections. Any car which is determined as unsafe will not be allowed to compete until safety issue is corrected and car is declared safe for competition. GCS reserves the right to clarify or amend these rules as deemed necessary.

SAFETY RULES

Rules apply at all times car is on track. Snell-rated SA2005, SA2010 or SA2015 helmet required. Roll bar padding required in driver compartment. Recommended: Fire retardant padding. SFI-approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. Right and left seat head supports required if using head and neck restraint system. Recommended: Fire retardant head sock and underwear, collapsible steering shaft. Driver-side window net required, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. Minimum three inch (two inch with head restraint system) wide SFI-approved five point safety belt assembly required and must be mounted securely to main roll cage. Recommended: Safety belts no more than two years old. Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'.

All cars are subject to a safety and technical inspection at any time at the track. Approval of a vehicle by a track inspection means only that the vehicle is approved for participation in a racing event and shall not be construed in any way to mean the inspected vehicle is in a mechanically safe and sound condition. Officials can disqualify any car or driver for any perceived unsafe equipment or actions.

- All cars should have a working fire extinguisher in drivers reach.
- The track director may at any time require a physical examination of any driver before he/she is allowed to compete.
- All drivers when on the track at any time must wear an approved racing helmet and safety belt and shoulder harness buckled.
- Helmets must be of approved type, full coverage and designed for auto racing.
- Each and every car must be equipped with a three-inch (3") nylon, metal-to-metal buckle, quick release, safety belt and three-inch (3") shoulder harness to be secured around frame and roll cage and fastened by chain or cable. No chest or breast belts to be used.
- All drivers must have a fire retardant driving suit – No Holes!!
- All class drivers must have and wear a neck brace, arm restraints or window net, racing type shoes, and gloves. This is mandatory.
- All DRIVESHAFTS must be painted WHITE and must be LOOPED at the front. Minimum of one-quarter inch (1/4") steel one inch (1") wide and 6 " from behind U-Joint.
- All drivers must stay in their cars as long as the race is going and until disregard to an official.
- All weights must be secured by a minimum of two (2) ½ inch bolts in a secure manor.
- A safety firewall is required between gas tank and driver. Must pass safety inspection.

- All batteries must be covered with rubber and securely fastened to the frame (bolted) and must not be in the same compartment as the driver.
- All cars must have four (4) wheel working brakes that are capable of sliding all four tires upon inspection unless class rules specify differently. Brakes will automatically be checked upon any protest for any item. No cutoff valves allowed per IMCA rules. No floating brake systems.
- All cars must have a working reverse.
- All cars must be equipped with a throttle closing spring at the carburetor.
- All cars must have bars of no less than one-quarter inch (1/4") diameter in windshield area in front of the driver.
- Steel Door Plate, 18 gauge or .049- inch minimum thickness must be securely welded to outside of door bars and cover the area from top door bar to bottom door bar and from rear down hoop to five (5) inches in front of seat. Must be visible for inspection.
- No traction control devices of any kind will be allowed in any class. If caught with one, you will be disqualified and barred from GCS for 2 weeks. Second offense – No Return.
- If car or chassis is damaged in competition and cannot be repaired per track rules it will not be allowed to continue. Check with track officials for repair and decision will be made and recorded.
- THE TRACK ASSUMES NO RESPONSIBILITY FOR SAFETY OF RACE CARS.
- Fuel tank caps with aircraft style locks are recommended. They are required in IMCA classes.

Rules are subject to change at any time.

ACKNOWLEDGEMENT

When you sign the **WAIVER OF LIABILITY AND INDEMNITY AGREEMENT** upon pit entrance, you also acknowledge that you have read and agree with GCS Race Policy and Procedures.