



**2024 ECONOMY STOCK RULES:** Economy Stocks 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. If it does not say that you can, then you CANNOT! Know the Rules and Know your car! Don't wait until you are in tech after the race to get clarification. All rules will be strictly enforced to protect the integrity of the class. All components are subject to inspection and approval of inspecting officials. No equipment will be considered as having been approved for the reason of having passed through inspection unobserved. GCS management reserves the right to make any necessary changes to enhance the racing program or safety.

**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 class will not be allowed to compete in the GCS Economy Stock division. 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. 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 2024 Racing Season. Raceceivers are mandatory. Anyone found with a non-working Raceceiver during the race may be subject to last place points and pay in all races.

**DRIVER RESTRAINT/SAFETY:** All Safety Equipment is Subject to Track Inspection, approval and applies to all cars 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. A 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 with a fill gauge are recommended in the driver's compartment within the reach of the driver when buckled in. Recommend: Safety Belts to be no more than two years old.

**BODY:** Stock OEM to make and model the chassis. Body Must be maintained in such a manner as to keep a presentable appearance. All body panels must be stock or replaced with stock appearing steel aftermarket panels (18 or 20 gauge). No fabricated bodies allowed other than Aluminum fabricated hood and decklid will be permitted. 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 more than + or – 1 inch. The 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. Inside of car must be fully enclosed to where the ground cannot be seen from inside the car, 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 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" from the back edge of the center of the hood. The truck floor may be removed no farther forward than rear frame cross member. Inner skin may be removed from hood, trunk lid and doors. Hood and trunk 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. One Nerf bar per side allowed mounted flush with the body. May be constructed of square or round mild steel tubing maximum of 1 1/2 inch OD. Must be rounded or closed and turned back toward body with a 45-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 the front edge of door and must end in front of rear wheel opening.

**FRAME:** Any American made OEM 1964 or newer full frame or unibody full bodied rear wheel drive stock passenger car. No Station Wagons frames, no commercial vehicles, No Trucks, 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. The 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 must be same length as material removed, shock tower must remain stock, be in stock location, and be full and complete.

**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.

**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 driver's 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.

**ENGINE:** No Aftermarket or Performance Parts allowed unless listed below! Any OEM factory production small block cast iron V-8 engine. Engine Must be mounted in stock location. Must be stock for the make and model except no 400's or larger small or big blocks. Stock replacement cast pistons, no dome pistons, no lightweight pistons or wrist pins, no floating wrist pins (rod to pin). OEM or OEM style replacement 5.7 steel connecting rods only, aftermarket rod bolts allowed. Stock OEM or OEM style standard weight replacement crankshaft, 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). NO stroking or de-stroking. No lightning of any parts. Engine bolts may be aftermarket. **Steel Harmonic balancer and steel oil pan only.** 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 vacuum @1000rpm measured at the manifold. Must have vacuum port to check vacuum. 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. 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. CAMSHAFT, VALVETRAIN, AND CYLINDER HEADS: OEM production unaltered cast iron cylinder heads. OEM casting numbers must remain on heads. Approved head numbers 126, 185, 336, 445, 493, 598, 624, 862, 882, 920, 993, 997. In addition, the 1987-1995 GM Throttle Body Injected/TBI heads are also allowed. These castings all have the center bolt valve cover design and must have the "Swirl Port" design intake and exhaust runners. Pay close attention to the combustion chamber volume as it will have effects on the 175lb compression rule. 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, polishing, or acid etching. After-market valve cover with breather tubes OK. OEM type timing chain system only, double roller OK, No gear drives or belt drives. Hydraulic cam and hydraulic flat tappet lifters only. No roller lifters. No Rhoads, Variable Duration or "Bleed Down" lifters are not allowed. Must maintain 15" of vacuum at 1000 rpm. No tolerance. No vacuum canisters allowed, brake booster will be disconnected and capped during the time of vacuum inspection. Maximum 1.94 intake valve diameter, Maximum 1.50 exhaust valve diameter on Chevrolet engines. No hollow valve stems. Stock size and shape valve springs and retainers. Stock length and diameter pushrods only. GM firing order 1-8-4-3-6-5-7-2 only.

**CARBURATION AND FUEL SYSTEM:** One unaltered Cast Holley 4412 two barrels only and is subject to be checked with go-no-go gauge. No 4412 Ultra XP allowed. Must be unaltered. NO screw in air bleeds, NO powder coating, or any modifications. Removal of the choke flap is the only modification allowed, choke horn must remain and cannot be removed. 4412 must be cast into choke horn of carb. Maximum spacer and adapter 1" combined total. Must have two throttle return springs. Fuel pump must be in stock location for make, NO electric pumps or fuel injection even if factory equipped. NO fuel pressure regulators, NO fuel bypass systems, or any cool can devices. No type of RAM Air or Forced Air Induction will be allowed. Fuel: Pump Gas, Aviation Gas or Race Fuel Only with no additives, no methanol or e85 fuels, no 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 through the 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 the 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 unaltered cast iron exhaust manifolds only no porting or grinding allowed. No welding exhaust pipe to manifolds or modifying OEM exhaust flanges. No Chevy center dump, Corvette, marine, Lt1 or tubular steel type manifolds. No adaptors between head and manifold must be able to use all OEM exhaust bolt holes in head. No two into one exhaust or x pipes. No headers. Exhaust pipes must turn down or extend past the driver's compartment. Header pipe must be retained.

**INTAKE MANIFOLD:** 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. Fitting must be present... no mods to test. Center 4 intake bolt holes may be adjusted to fit cylinder heads.

**TRANSMISSION:** 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. All gears and planetary must remain OEM configuration. No aluminum or light weight flywheels. Automatic must have a fully operational torque converter with a minimum of 10-inch diameter with no modifications. No racing converters and 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 cars must remain stationary during such shifting and testing. OEM Style 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. 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. Control arms cannot be lengthened or shortened. Excessively worn, bent, or damaged parts will not be allowed. Stock or 8" IMCA style tubular upper control arms allowed, must be in OEM location; 8" ONLY.

**SPRINGS:** Stock or Stock Appearing springs only, minimum 4.5-inch OD springs, rear springs should be of single or double pigtail design and fit stock spring perch on rear end. No progressive springs allowed. No adjustable spring spacers or adjustable weight jacks of any kind. No bump stops of any kind allowed. Sway bars allowed, must be OEM design, with equal height/spacing on each side, no preload. BALL JOINTS: Must be OEM replacement. No extended, low friction or rebuildable type ball joints.

**SHOCKS:** Must be stock location. No racing shocks, no shocks that can be rebuildable. Same part number of shock for front and same part number for the rear. Shock Claim \$25.00 & Swap per shock.

**REAR END/DRIVE SHAFT:** Rear-end must be stock OEM for make and model of car. OEM Brackets in STOCK location. Housing may be braced for added strength. Any gear ratio is allowed if 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. Minimum two-inch diameter steel drive shaft must be painted white. Steel slip-yokes only. 360-degree drive shaft loop required and must be constructed of at least 0.25 inch by two-inch steel, or one inch tubing, mounted six inches back from the front U-joint.

**STEERING:** Must use stock unaltered OEM gearbox for make and model. May use aftermarket steering shaft, related components and quick release steering wheel disconnect. Quick Steer allowed in line with steering shaft. 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.

**RADIATOR/COOLING SYSTEM:** 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. Economical Water pump mounted fans only, spacers allowed, No electric fans.

**IGNITION:** OEM Stock type HEI distributor in stock location only. Aftermarket OEM style replacement components OK. All components of HEI distributor including coil must be internal. 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. No voltage generators in series with ignition system, voltage at distributor cannot be more than at battery (12) volts. Ignitions on/off switch must be clearly marked.

**BRAKES:** Brake system must remain stock OEM. OEM brake booster master cylinder and pedals in STOCK location, brake pedal may not be extended unless preapproved from GCS due to size of the driver. Single (1) OEM or OEM replacement brake master cylinder with Front and Rear lines. No brake bias adjusters. The car must have a minimum of 3-wheel brakes in working order at all times. For safety purposes, rear disc brakes are optional, rear disc brakes must be steel components only; caliper must be of single piston type only.



**TIRES AND WHEELS:** Any 15" diameter X 8" wide steel wheels permitted. No bead locks or screws allowed. Mud plugs and wheel covers are allowed ONLY on the right rear. Wheel cover must be plastic, be bolted, no Dzus fasteners, the ring that holds the wheel cover must be welded to the wheel in at least three places. NO bleed-off valves. Must run 5/8" studs and 1" steel lug nuts. Approved UNALTERED Hoosier asphalt F45 pull offs or American Racer AR153 only. Must durometer 60 or higher. Subject to inspection any time before or after the race. No grooving, siping, softening, needling, metal grinding disc, treating, softening, or wrapping in plastic allowed. Deglazing with sandpaper disc ONLY allowed but cannot leave any grinding marks and is subject to inspection before or after race. Maximum 1"-wheel spacers are allowed; minimum 2 available threads must be visible on stud after tightening of lug nut.

**ELECTRICAL/BATTERY:** The car must have a battery disconnect switch located outside the car and easily accessible to emergency track personnel and clear label. If the car is equipped with a working alternator the switch must also disable the alternator. Only one 12-volt battery is allowed. Battery must be in sealed enclosure and securely mounted if in located the driver's compartment, recommended to be in trunk area and must be between and above frame rails, must be covered with rubber, subject to track safety inspection and approval. Aftermarket Starter OK, must be block mounted. No traction control devices of any kind.

**WEIGHT:** Weight may be securely added in trunk or under the hood, but not in plain view or within the driver's compartment must be painted white with car number. The car must weigh a minimum of 3100 lbs. with driver after race.

**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 the 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:** Top 4 are eligible to be claimed. 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 Spring \$25.00 & swap per Spring Driver must sell or will forfeit all money for night, points for season. A second refusal will result in suspension from this class for the remainder of the season. Track may cancel claim if they feel it is in the best interest of the class. 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 for the reason of having passed through inspection unobserved. We reserve the right to adjust the 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 / 903-267-9114 ALL cars are subject to track inspection and approval before entering into competition and may be subject for reinspection's. Any car which is determined as unsafe will not be allowed to compete until the safety issue is corrected and the car is declared safe for competition. GCS reserves the right to clarify or amend these rules as deemed necessary. **PENALTIES:** The technical rules contained here have been assembled with great concern towards maximizing competition and minimizing costs. Rule Violations will not be tolerated. Any car must be presented for the scrutiny of the tech man at our request, and results will not be considered official until we are satisfied. Management is empowered to, at their discretion, deviate from specifications described herein. Management reserves the right to update these regulations at their discretion, in the interest of cost, safety, or fairness. Management's interpretation of these regulations will always be considered final. Management has the right to confiscate any part deemed to be in violation of the technical rules. Any driver/car found to be in violation of any technical/procedural

rules can have their racing privileges revoked for any length of time deemed appropriate by management.