

Sherman County Speedway

Econo Rules

OBJECT: This is an introductory class to stock car racing. All drivers must be at least 14 years of age. Any driver under 18 years of age must have both parents sign a release form. This class was designed for an inexpensive way for drivers to get involved in racing and have some fun. If you race any other class and are in the top five in points, you are not eligible to race this class the same night.

APPEARANCE: Cars must be numbered with one or two digit numbers and up to two letters. Numbers must be on both front doors and the left side of the roof facing the infield and must be at least 18" tall. There must also be numbers on the front and rear of the car at least 4" tall. If car sheet metal or numbers are damaged in a race, repair the dents as good as possible and make numbers legible before the next race.

SAFETY: Five point safety belts with sub-belt and shoulder harness required. It is recommended safety belts be replaced every two years. Racing seat required. Seat belts and racing seats must be fastened to the roll cage, not the floorboard. SFI approved full fire suit required. Minimum of **SA 05 helmet is required**. No "M" helmets allowed. Fire retardant gloves, neck brace, shoes required (leather boots accepted) Full window nets are required. Racing fuel cell required. Fuel cells must be securely fastened inside the trunk of the car above the stock trunk floor. Fuel cells must have a flapper. All cell mounts must be steel and attached to the frame of the car. **ANY NEW CARS BEING BUILT HAVE FUEL CELL OFF OF THE TRUNK FLOOR**. Any fuel lines running through the driver's compartment must be inside of steel pipe or conduit.

PASSENGERS: Are allowed. Must have the same safety equipment as drivers. Minimum of 3 horizontal door bars on passenger side. May remove passenger door inner skin for roll cage clearance. Roll bar padding on all bars in contact with the body. A handle on the passenger side mounted on front dash bar. Cruiser's are welcome, must meet rules.

AXLES & DIFFERENTIALS: Must remain OEM equipped from the factory. GM for GM, Ford for Ford, Chrysler for Chrysler. **MAY LOCK REARENDS BY WELDING OR A LOCKER.** There is no limit to gear ratio.

DRIVE SHAFTS: Driveshaft must be painted white. Drive shaft loop required and must be constructed of at least .25 inch by 2-inch steel and should be mounted no more than 6 inches back from the front of the driveshaft. The loop must go all the way around the driveline.

BRAKES & SUSPENSION: OEM brakes on all four wheels must work. OEM brake pedal and master cylinder required and must be located in its original location. Must have OEM shocks. Optional Double Pigtail Racing Springs on the Rear. No heating or cutting of springs. All suspension must remain OEM for that model of car. No spacers, adapters, lumber, chains or weight jacks allowed. Tow hooks required front and rear and must be securely fastened to the frame. Unibody's must have front and rear frame tied and only unibody's may X the frame.

BATTERY: If the battery is located in the driver compartment it needs to be securely fastened and totally covered by a metal or plastic cover. If it is located in the trunk it has to be in a secure hold down with the positive terminal covered.

BODY: 112" minimum wheelbase. Rear Wheel Drive Only. No convertibles. Pickup's are allowed. All body parts must be OEM. No aftermarket or home made parts. All door hinges and latches must be left on the car. Stock dash optional. Steering column must remain in the stock location. Optional to run a solid shaft, no quickner's. Front inner fenders may be removed. Heater and air conditioning must be removed. No cutting on exterior of body except for tire clearance, (3 inch maximum), One (1) single upright loop may be added between the front bumper and radiator for protection. Max. 1 3/4" O.D. material, no wider than the frame horns, with a maximum height above the frame of 12". One (1) brace on each side of loop may be attached to the frame in front of the upper A arm mount. May remove enough body for loop clearance only. Doors must be bolted or welded securely shut. Must remove all chrome, pot metal, outside door handles, plastic parts, fiberglass parts, grills, lights, and trash. NO mirrors. May have a maximum of 7 inch visor added to the top of windshield only.

BUMPERS: Stock. The same as belonging to that car. No bracing or plate. Factory mounting may be welded. **NO EXTRA REINFORCEMENT WHATSOEVER.** Must have bumper ends tied to the body with a flat plate to prevent locking bumpers with another car. Front nose piece is permitted. Bumpers have to be in contact on the car, if it comes off you go to the pits.

ENGINES: Must be OEM and completely stock for that make of car, GM to GM, Ford to Ford, etc. Engines may have solid engine mounts but must remain in stock location. **Cylinder Heads- No aluminum or center bolt heads.** Maximum compression ratio is 9.0 to 1. Flat top or dished pistons only. Ford no SVO heads, Chrysler no W-2 heads. **NO PERFORMANCE ANYTHING.** Must idle smooth at 800 rpm and hold at least 15 inches of vacuum. Must have a vacuum port on the firewall or motor. May be checked anytime. Maximum Blocks: GM 350, Ford 351, Chrysler 360.

CARBURETORS: Carburetors must be unaltered and match original carburetor for that make of car. (Gm-Gm, Ford-Ford, etc.) Holley 7448 carburetors are legal. Stock OEM intakes only. No aftermarket intakes. Non-Adjustable adapter 4 barrel down to 2 barrel. OEM carburetor only 2 or 4 barrel. Choke plate may be removed for tech. NO THROTTLE BODY OR FUEL INJECTION. Carburetors must be gauge legal by the Speedway's tech tools.

TRANSMISSIONS: GM to GM, Ford to Ford, Chrysler to Chrysler. Torque converter must be working and 10 or 10.5 inch stock size. 11 inch flywheel and flexplate are required. Dummy converters are not allowed. If the vehicle came with a manual transmission and has the stock equipment and location you can run it. All gears must be working.

ROLL CAGE: A full perimeter **STEEL (1.5" MIN., .095 MIN TUBING)** six point roll cage is required. , (**1.75" MIN..095 MIN. TUBING.**) Roll cage must be securely welded to the frame. All joints must be welded all the way around. Minimum of 3 horizontal door bars on driver's door and passenger side. Remove driver's door inner skin for roll cage clearance only. Must have a minimum of one crossbar in the top halo of the roll cage. Roll bars around drivers must be padded. **MUST HAVE AN X IN THE MAIN LOOP, MUST BE 1.25 MIN.** Any unnecessary gutting of the car body may result in having to add ballast at the direction of track officials. Must have a minimum of 3 vertical windshield bars in front of the driver. Must have a vertical bar a minimum of 1.5 inches in diameter in center of windshield opening. Must have a minimum of three vertical windshield bars in front of the driver at least .375 inches in diameter. Front and rear loop are allowed. Front hoop can not connect to the front radiator hoop and must connect to the frame behind the kicker tubes from the radiator hoop. Tubing requirements are the same as above.

TIRES & WHEELS: Hoosier G-60 or any DOT tire with max of 255/60R15, may run 60, 70 or 75 series tires 14 or 15 inch wheels. No mud, snow or Trick gumball tires allowed.No wider than an 8 inch wheels. 1" steel lug nuts required. No wheel spacers or beadlocks.

CLAIM: \$550 CASH, OR \$100 AND EXCHANGE (\$25 Going to wrecker for pulling engine or for engine exchange and both drivers pay the wrecker driver \$25 for pulling the engines.) First 4 finishers must report to the claim area and are subject to claim by any driver finishing 5th on back and on the same lap as the 4th place car. Claim does not include-flywheel or flex plate, clutch, pressure plate, bell housing, carburetor, starter, oil/temp sending units, fan and pulleys, clutch ball, clutch arm, throw out bearing, water pump, fuel pump, fuel pump rod, fuel pump plate, distributor, plug wires, water outlet and restrictor, exhaust manifolds and pipes. Any driver refusing a claim will forfeit all winnings for that night any trophies earned in the feature, all points earned at that track for the entire season and have a one race suspension at that track. No driver may claim more than one time per track during the current calendar year. No driver may claim unless he/she has competed at that track the two previous events. If you claim the engine you must run it the next race. Claim is not in effect on opening night/weekend. Flatlanders is not a claimable event. Driver's must have

claim money on them. Each driver will receive one claim card. It is required to to be present with the money during the claim. Claimer cannot go to pits. 1 Hour time limit to pull the engine. When the engine is pulled it should be visually inspected by the tech inspector. If at that time anything is found to be illegal the claimed driver will be disqualified and forfeit all winnings for that night's event and forfeit all points for the season at the track. Each driver will receive one claim card.

PROTEST: Any driver finishing 5th on back and on the same lap as the 4th place car can protest any car finishing in the top 4. The driver protesting must pull directly to the claim area following the A-feature and have \$50.00 cash. If the specific item being protested is found illegal the driver being protested loses his points and winnings for the night and the protestor gets their \$50.00 back. If a driver being protested is found to be legal then he gets to keep the protestors \$50.00. Protests must be made within 5 minutes of the finish of the A-feature. You CAN protest during Flatlander's.

READ THIS; IF THERE IS AN ITEM NOT COVERED IN THESE RULES THAT CONCERNS YOU PLEASE HAVE IT APPROVED BY A TECH INSPECTOR, TRACK PROMOTER OR LEAVE STOCK. IF IT DOESN'T SAY YOU CAN IT MEANS YOU CANNOT, CAR LEGALITY WILL BE UNDER THE DISCRETION OF THE TRACK OFFICIALS.

FOR MORE INFORMATION OR QUESTIONS CONTACT: SHERMAN COUNTY SPEEDWAY

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