

2011 Econo Rules

Sherman County Speedway, Thomas County Speedway

OBJECT: This is an introductory class to stock car racing. All drivers must be at least 16 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.

APPEARANCE: Cars must be numbered with one or two digit numbers only. Numbers must be on both front doors and the left side of roof facing the infield and 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 please repair dents as good as possible and make numbers legible before next race.**

SAFETY: Five point safety belts with sub-belt and shoulder harness required. Racing seat required. Seat belts and racing seat must be securely fastened to the roll cage, not the floorboard. SFI approved full fire suit required. Minimum of **Snell SA 85** racing helmet required. **No "M" helmets allowed.** Fire retardant gloves and neck brace required. Racing fuel cell required. Fuel cell must be securely fastened inside trunk of car above stock trunk floor. All cell mounts must be steel and attached to frame of car. Any fuel lines running through the driver's compartment must be inside of steel pipe or conduit.

AXLE: Must be the same as equipped from the factory. No posi-track, limited slip or locked rear ends allowed. **NO EXEPTIONS!** Differential covers may be removed and rear end inspected at any time. **Rear end gears must match what was available from factory for that make of car.**

DRIVE SHAFTS: Drive shaft must be painted white. Drive shaft loop is required and must be constructed of at least .25 inch by 2-inch steel and should be mounted no more then 6 inches back from the front of driveshaft.

BRAKES AND 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 and springs, no racing springs or shocks. No heating or cutting of springs. **All suspension must remain OEM for that model car.** No spacers, adapters, lumber, chains or weight jacks allowed. Tow hook required front and rear and must be securely fastened to frame. Unibody's must have front frame and rear frame tied and only unibody's may X the frame.

BATTERY: Securely fastened and totally covered by a metal or plastic cover. **Battery must be secure inside of battery box so it does not come loose in a rollover.**

BODY: 112" minimum wheel base, **REAR WHEEL DRIVE ONLY.** No pickups or convertibles. **All body parts must be OEM. No aftermarket or home made parts.** All door hinges and latches must be left on car. Stock dash optional. Steering column must remain stock. Front inner fenders may be removed. Heater and air conditioning may 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 frame in front of upper A-arm mount. May remove enough of 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, glass and trash. **NO MIRRORS.**

BUMPERS: Stock. The same as belongs on that car. No bracing or plates. Factory mounting may be welded. **NO EXTRA REINFORCEMENT WHATSOEVER.** Must have bumper ends tied to body with flat plate to prevent locking of bumpers with another car.

ENGINES: Must be OEM and completely stock for that make of car, GM to GM, Ford to Ford, etc. Engine must be in stock mounts and in stock location. **Cylinder Heads, GM - NO double hump heads. Small block chevy must have correct head for that block. 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 cams. **NO PERFORMANCE ANYTHING!** Must idle smooth at 800 rpm and hold at least 15 inches of vacuum. May be checked at anytime.

CARBURETORS: Carburetors must be unaltered and match original carburetor for that make of car, (GM-GM, Ford-Ford, etc). Choke plate must remain. No adapters.

ROLL CAGE: A full perimeter four-post roll cage is required. Roll cage must be securely welded to frame. All joints must be welded all the way around. Minimum of 3 horizontal door bars on driver's door, may remove driver's door inner skin for roll cage clearance only. Must have a minimum of one cross bar in top halo of roll cage. Minimum of .095 inch tubing at least 1.75 inch outside diameter for cages and door bars. Any unnecessary gutting of car body may result in having to add ballast at the discretion of track officials.

TIRES AND WHEELS: Stock 70 or 75 series 14 or 15 inch passenger tires only. **NO racing, mud and snow or trick gumball tires allowed.** No aluminum wheels allowed. 1 inch lugs nuts required. Racing wheels allowed no more than 7 inches wide.

WINDSHIELD: 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 driver at least .375 inches in diameter. May have maximum of 7 inch sunviser added to top of windshield only.

CLAIM: \$325 cash claim on engine with \$25 going to the wrecker for pulling engine or swap engines and both drivers pay the wrecker driver \$25 for pulling the engines. Driver being claimed has the option. First 4 finishers must report to 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 feature, all points earned at Sherman County Speedway and Thomas County speedway for the entire season and have a one race suspension at both tracks. Second refusal will have the same penalties as above except a two race suspension at both tracks. No driver may claim more than one time per racetrack during current calendar year. No driver may claim unless he/she has competed at that track the two previous events. Claim is in effect on opening night and driver must have been at track on opening night to be eligible to claim at second race of season.

When engine is pulled it should be visually inspected by tech inspector. If at that time anything is found to be illegal the claimed driver will be disqualified and forfeit all winnings for that nights event and forfeit all points for the season at BOTH Thomas County Speedway and Sherman County Speedway.

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 cash. If the specific item being protested is found to be illegal the driver being protested loses his points and winnings for the night and the protester gets his \$50 back. If driver being protested is found to be legal then he gets to keep the protesters \$50. Protest must be made within 5 minutes of the finish of the A-feature.

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 IT STOCK. IF IT DOESN'T SAY YOU CAN IT MEANS YOU CAN NOT. CAR LEGALITY WILL BE UNDER THE DISCRETION OF THE TRACK OFFICIALS.

For more Information or Questions Contact:

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Thomas County Speedway:	Kerry Wark	Cell. (785)443-6174
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