



16369 US Hwy 82 Petty, TX 75470 [www.82Speedway.com](http://www.82Speedway.com)

## 2021 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 cost down for everyone to have fun. If you are here to win big money or take things too seriously, you should find another class.**

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 in order 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 by reason of having passed through inspection unobserved. 82 Speedway 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 82 Speedway Economy Stock division & upper class in the same night.

**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 82 Speedway. 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. 82 Speedway 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 2021 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 and Approval, and 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 with a fill gauge is 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 of the chassis (GM to GM). 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. Upper front windshield visor is allowed not to exceed 7 inches in height. Front and rear firewall 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. 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.

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 ½ inch OD. Must be rounded or closed and turned back toward body with a 45 degree angle on both ends, with no sharp edges. Nerf bar may not extend past 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 or truck. No commercial vehicles, No Corvettes, No Convertibles, GM to GM, Ford to Ford, Chrysler to Chrysler. Frames must be OEM Stock, no cutting, shortening, lengthening or modifying is allowed between steering gear box and rear axle.. Minimum wheelbase of 107 inches. 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.

**BUMPERS:** Stock type front and rear bumpers will require straps to prevent hooking.

No excessive 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. AUTOMATIC DISQUALIFICATION IF NOT PRESENT.**

**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 MUST be X-braced. 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. 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 except small block 400. Cast 4 valve relief pistons only, no light weight pistons or wrist pins. 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 for Chevrolet 3.48 inches for Ford 3.50 inches and for Chrysler 3.58 inches. Engine Balancing OK. NO stroking or de-stroking. No lightening of any parts.

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. **Track reserves the right to boost the battery voltage when engine does not turn over at a normal speed.** Motor must pull minimum of 15 in @1000rpm measured at the manifold.

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. **Tool to remove plug must be available by driver when needed in tech. Not having the correct tool and not being able to be removed in a timely manner will result in disqualification.** No type of windage trays allowed. Aluminum pulleys OK, Cast iron water pump only. 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 only. OEM casting number must remain on heads. Any Chevy centerbolt TBI "Swirl Port" design cylinder head is allowed. The following cylinder heads are NOT allowed, Double/Camel Hump - Power Pack - Vortec - Corvette - 487/487x - LT1 - any head labeled as a Performance Head. **82 Speedway reserves the right at any time to not allow any head to be used that seems to be an advantage.** Stamped Steel 1.5 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. Aftermarket valve cover with breather tubes OK. OEM or double roller type timing chain system only. Hydraulic cam and hydraulic flat tappet lifters only. 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 time of vacuum inspection. Standard weight valves with a maximum 1.94 intake valve diameter, maximum 1.50 exhaust valve diameter

on Chevrolet engines. Stock size and shape valve springs and retainers. Stock 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 barrel 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. Mechanical fuel pump must be stock mount push rod activated, aftermarket manual type pump is OK. (Example: Carter, AC, Holley). Fuel lines which pass thru driver's compartment must be enclosed in metallic conduit or pipe from front firewall to rear firewall. 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 or Race Fuel Only with no additives, no methanol or e85 fuels, no smell enhancing additives.

**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.

**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. Exhaust pipes must turn down or extend past 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 1/4 inch accessible vacuum port on intake for Tech. Fitting must be present... no mods to test.

**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 12 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. OEM Style SFI Rated flex plate required, **Scatter shield REQUIRED** on all automatic transmissions. Transmission cooler OK if mounted in the engine compartment.

**SUSPENSION:** Front and rear suspension must be stock for that make and model of the chassis 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 aftermarket upper control arms allowed, but **MUST BE OEM DIMENSIONS**. Ball joints must be oem replacement for the chassis being used, cannot use extended, low friction, or rebuildable type. 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.

**SPRINGS:** **Stock or Stock Appearing springs only**, minimum 4.5 inch OD springs, rear springs if coil spring should be of single or double pigtail design and fit stock spring perch on rear end. No progressive springs allowed. Leaf spring cars may use non adjustable lowering blocks even on both sides, Sliders not Allowed. Must use OEM leaf springs and bushings for the chassis being used.

**SHOCKS:** OEM type stock replacement shocks **ONLY**. No Racing shock, No Bilstein shocks. (Monroe, KYB, Gabriel, etc ONLY). **NO WRAPPING, PAINTING, SANDING, OR GRINDING OF SHOCKS.**

**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 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 positraction allowed. Must maintain 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 of chassis. 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 of chassis. 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 and within reach of the driver when fastened in the car.

**BRAKES:** Brake system must remain stock OEM. OEM pedals in STOCK location, brake pedal may not be extended unless preapproved from 82 Speedway due to size of the driver. Single (1) OEM or OEM replacement brake master cylinder with Front and Rear lines. No brake bias adjusters. Car must have a minimum of 3 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.

**TIRES AND WHEELS:** Any 15" diameter X 8" wide steel wheels permitted. No bead locks or screws allowed. Mud plugs and wheel covers allowed on the right side ONLY. Wheel cover must be plastic, be bolted on, 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 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 sand paper 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 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 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. No digital gauges or tachs.

**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. Car must weigh minimum 3100 lbs. with driver after race.

**TRUCK RULES:** ½ ton (d100, c10, f100) and 5/8 ton (d150, f150, 1500) truck allowed, Chevy S10, Ford Ranger, and Dodge Dakota trucks allowed WITHOUT modifying firewall. No 3/4 ton or higher permitted. Locations of rear suspension mounts cannot be modified. 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 required. Fuel cell is to be located in the bed of the truck secured properly and not to extend higher than 2 inches below the sides of the truck bed. All other rules from cars to be applied to trucks unless otherwise stated above is over ruling. Trucks may use non adjustable lowering blocks even on both sides, Sliders not Allowed. Must use OEM leaf springs and bushings.

**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 who finished in the same race may protest a car finishing in a higher scoring position. Protest must be accompanied with 250.00 in cash and must be presented in writing designating what is being protested to Track Promoter 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 and Intake Claim \$250 & swap (track retains \$50 for tech)

Carburetor Claim \$80.00 & swap

Distributor Claim \$60.00 & swap

Spring \$25.00 & swap per Spring  
Shock \$25.00 & swap per Shock

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 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. 82 Speedway Promoter 903-227-8729

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. 82 Speedway 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.**