



2021 Sharon Speedway Economod Rules

NEW FOR 2021

- Tire: Economods will follow UMP tire rules. Must be on a M30 on all corners with the option of a M60 on the right rear.
- All Economy Mods must be fitted with only one (1) unaltered approved MSD RPM (rev) limiting box, part number 8727CT. The black wire must be grounded to the motor. Rev limiter box MUST be set as 7,000 RPM. The box must remain operable and working condition, prior to, during and after all racing events. The rev box must be in clear view mounted to firewall out of reach of the drivers compartment.
- Please see additional underlined changes in red.

NEW FOR 2022:

- No titanium engine parts will be permitted
- No Shaft Rockers will be permitted

PLEASE CHECK ALL OF THE RULES; DRIVER/OWNER IS RESPONSIBLE!!!

1. **ROLL CAGE:** Roll cage must consist of continuous hoops not less than 1.500" outside diameter. Must be mounted to the frame in at least 6 places. Roll cage must be securely supported and braced. No brace bars forward of cage may be higher than hood height. A minimum of 3 driver door bars so as to provide maximum protection for driver. Driver's bar should be padded and taped, including head rest. Roll cage must extend above driver's head and be properly padded.
2. **BRAKES:** Calipers can be steel or aluminum OEM Replacement only. Rotors and associated mounting hardware, steel only.
3. **EXHAUST:** Headers/ Exhaust system must be mounted in such a way as to direct gases/fumes away from cockpit and away from possible fuel spillage. No Tri-Y Headers, no Merge Collector Headers, No Cross-Over Headers. No turn downs on exhaust. No portion of exhaust system to exit out through the body side panels.
4. **FUEL CELL:** Professionally manufactured fuel cell is required. Fuel cells must be mounted by at least two steel straps, 2 inches wide around the cell. Cell must be enclosed in a steel container and must be protected in rear of axle by roll cage tubing mounted securely. No part of cell should be lower than the protective tubing. Fuel cell must have check valves on vent side. Bladders are highly recommended. Fuel cells are limited to 32gallon maximum capacity. 12-inch ground clearance required. Tech inspectors can reject any fuel cell mounting they deem unsafe.
5. **BATTERY:** Battery must be securely mounted and shielded. If battery is mounted inside of cockpit, it must be in a 6-sided metal case.
6. **FUEL:** A. Up to 361 cu. in.: Gasoline only; No additives; Subject to testing.
7. **TIRES AND WHEELS:** The only tires approved for competition are the Hoosier: M-30S and M-60 compounds in the 26.5/8.0/15 or 27.5/8.0/15. The maximum width of the tire will be 9" inches.
 - a. The M-60 may be used as a right rear option tire only.
 - b. NO GROOVING allowed.
 - c. Siping permitted on M-30 and M-60.
 - d. Tire softeners and/or chemicals designed to alter the chemical characteristics of the tire and/or the tire surface will not be permitted. (any tire found altered from factory benchmarks will result in a 1 year suspension and a \$1000 fine.)
 - e. Burn off period for existing tires (Must be on M-30 or M-60 on rears by June 1st and all four corners by June 15th)
8. **FRAMES:**
 - a. A. Factory production complete full 1960 or newer parallel American passenger car frames only! Frames may be cut in rear only at a point no further than 36" from center of rear end housing. Must have full front stub.
 - b. Frames may not be widened or narrowed and must be able to support roll cage on both sides. Front cross member may be notched for radiator clearance only! Minimum frame height and body height from ground is 4 inches.
 - c. Front suspension must be unaltered OEM (mono-balls will be accepted) and remain in stock location and be replaceable by stock part from same type suspension. 3 Piece Spindles are legal. Lower A-frame cannot be altered or moved. Pre-approved after-market lower control arms are legal but must remain in factory location. Measurements must be the same as stock. Front sway bar must be OEM. Heim joints will be allowed on steering components.
 - d. Tube type upper A-frame allowed and can be moved.
 - e. 5" coil-over shocks are permitted on rear end.

- f. No Jeep, Bronco, or 4-wheel drive frames allowed. No sports car frames allowed. No front wheel drives allowed.
- g. Rear of frame may be altered to accept leaf or coil springs. Any coil spring must be at least 4-½" outside diameter. No fiberglass springs allowed. NO torsion bars allowed in rear of car.
- h. No hydraulic, ratchet or electrical weight jacks anywhere in or on the car.
9. Minimum wheelbase is 108 inches both sides, NO TOLERANCE! No front clips or tube types allowed. No aluminum or fiberglass suspension or rear-end parts allowed. No aluminum drive shafts.
10. **SHOCKS:** (Sharon Speedway Tech Officials reserve the right to confiscate any shock at any time): Only steel nonadjustable shocks permitted; one shock per wheel. Dummy shock may be used on left rear (must be o valving, be prepared to pull shock at any notice). There will be a \$150 per corner shock claim (Track Officials or any driver that starts the A feature may claim any other drivers shock for the night, refusal to sell the shock will result in automatic disqualification and loss of pay and points for that night and a 2 race suspension) No Shock accessories or springs go with shock.
11. **BODY:** Economod body rules will follow the UMP Body Rules ([click here for UMP Body Rules](#)) with the following exception:
- 5" spoiler permitted.
 - Side spoiler plates permitted; max 5" tall from top of deck x 12" long; plates cannot extrude past top of spoiler
- The Technical inspectors have the final say on all body work.
12. **TRANSMISSION:** Bert, Brinn and Falcon type transmissions are permitted. Stock type transmissions should have scatter shield or blow-proof bell housing. Automatics must be stock OEM cases and bell housing, an explosion blanket recommended. Any automatic transmissions or cast transmission mounted to an aluminum bell housing must be either tethered or rear mounted.
13. **SAFETY:** Helmets, neck braces, fire retardant driving suit, underwear, socks, gloves, hood and shoes are highly recommended. Competition shoulder harness at least 2 inches wide and a lap belt of at least 3 inches wide are highly recommended. Dates will be checked. Kill switch within driver's reach and front drive shaft loop are REQUIRED.
14. **BUMPERS:** Both front and rear bumpers should be loop style. Front bumper should be mounted to frame end with bottom loop parallel to the ground. Bumpers should be made of minimum 1-¼ inch diameter tubing and must be able to support car if lifted by a wrecker. Rear bumper, nerf bars and bodies must not exceed beyond width of rear tires and must not contain any sharp edges. Rear bumpers may be constructed of tubing or flat stock and must protect fuel cell. Center of bumpers (front and rear) must be 18 inches (plus or minus 4 inches) from the ground. Rear bumpers are to be no wider than the body. Nerf bars must be constructed in a one piece fashion from the front mounting point to the rear mounting point and inside of the body panels.
15. **REAR END:** Any passenger car type, truck rear end or Quick-change rear ends are allowed. No aluminum allowed except for lowering blocks, axle caps and drive plate. No cambered rear ends (One piece drive flange only!) No Limited slip rear ends. Drive shaft must be painted white or orange. It is recommended that an inspection plug to be in the rear housing, ¾" minimum.
16. **STEERING:** Steering box must be OEM. No rack and pinion. Must remain within original bolt pattern for type of frame used. In the cockpit, steering may be modified to suit driver's taste. Steering must be kept on left side of cockpit; no center steering. All cars must be equipped with a removable steering wheel.

17. **RADIOS:** One-way driver radios are mandatory; no two-way radios of any sort. Track frequency driver radio only!!!

18. **TRANSPONDERS:** AMB/MyLaps transponder mandatory.

19. **ENGINES:**

- a. All engines used in competition must be able to be used in conventional passenger car without alterations. Motor mounts cannot be removed or altered. Castings and fittings must not be changed. No machine work on the outside of engine or on front or rear of camshaft. All blocks must be cast iron. Wet sump oiling system only and the pump must be in the pan.
- b. Any American make engine may be used as long as rear of engine (Bell Housing Flanges) is mounted at least 72 inches forward from the center line of the rear axle. Engine offset must be kept within 2 inches of center line from cross member. Engine height: minimum 11 inches from ground to front center of crankshaft.
- c. Carburetor- 2-barrel Holley 4412 only. No grinding or polishing of any kind allowed. All carburetor components must be manufactured by Holley. No Aftermarket base plates, metering blocks or carb bodies allowed. The removal of choke plate and shaft are permitted, must have stock measurements. Carb gauges will be used.
- d. Maximum 361 cu. in. for Chevy and Ford and 368 cu in for Chrysler.
- e. Cylinder heads Must be 23-degree for Chevy. Ford heads must be an inline valve style of head. The Chrysler W-2 head is allowed. All heads must be cast iron.
- f. Intake manifold can be 2bbl or 4bbl style. Adapter or spacer to be 1" thick maximum. Base gasket thickness to be .070 maximum.
- g. Camshaft to be flat tappet only. Stock lifter bore diameters and no mushroom style lifters.
- h. Ignition - HEI style only. The car must be fitted with only one (1) unaltered approved MSD RPM (rev) limiting box, part number 8727CT. The black wire must be grounded to the motor. Rev limiter box MUST be set as 7,000 RPM. The box must remain operable and working condition, prior to, during and after all racing events. The rev box must be in clear view mounted to firewall out of reach of drivers compartment. (TRACK OFFICIALS RESERVE THE RIGHT TO SWAP REV LIMITING BOX AT ANY TIME)
- i. Cooling system may be modified. Radiators and oil coolers must not protrude above interior.

CRATE ENGINE OPTION:

- a. The General Motors (GM) Engine part 19370602, 19258602, 88958602 or 19418602 is the only crate engine permitted.
- b. The engine and all components must remain in their original configuration and form as purchased and/or delivered from the factory. Any alterations to the engine will not be permitted. The Engine must remain as manufactured by General Motors with a stock 4"-inch bore. Overbore(s) will not be permitted. Sleeve repair may be permitted with written permission from Sharon Speedway Officials.
- c. All engines are to remain sealed from the factory. The original factory seals must remain unaltered, Tampering, removal, modifications of any type and/or broken factory seals will not be permitted. The GM Engine must remain unaltered in any way.

- d. The GM Crate Engine seals (bolt-type) must remain unaltered. Sharon Speedway Officials may require specific sealing and verification of all seals on any GM Crate Engine. Tampering with and/or alteration of any seals will not be permitted and is subject to immediate 30-day suspension and loss of points for the season. Only RUSH seals will be accepted in the event of an engine repair.
 - e. Only direct replacements for (GM) Engine part number #88958602/19258602 will be permitted for any type of replacement and/or repair work. Only GM Crate Engine specific valve springs may be used for replacement and/or repair, Part Number # 10212811.
 - f. Engines utilizing a secondary sealing program from Pace Performance will receive an additional 50# weight break (2350#) (contact Sharon speedway 330-772-5481 or pace performance 1-800-748-3791 for more info.)
 - g. CRATE OPTION CARBURETOR- Any 4-barrel carburetor and maximum 2" carb spacer.
 - h. CRATE OPTION FUEL : Gasoline, E-85 or Alcohol
 - i. All cars utilizing crate option must display CRATE on both front roof post. Must be contrasting in color from body and minimum 2" tall.
20. **WEIGHT:** All bolt-on weight must be mounted to chassis. Weights cannot be mounted to any moving suspension parts including rear end housing. No weights added in driver compartment or outside of body. Weight must be painted white and have car # on it. Weight must be fastened with 2, 1/2" bolts minimum. Weight may not be attached to rear bumper. Car must weigh a minimum of 2400 pounds with driver, on speedway scales upon completion of race (heat, consi or feature). The top five (5) will be the minimum required to weigh. TRACK SCALES ARE OFFICIAL. A WEIGHT DISQUALIFICATION = NO POINTS OR PAY FOR THE EVENT
21. **WINDOW SCREEN:** All cars must have 3 vertical bars in front of the driver minimum size 3/8" round solid bar.
22. **TRACTION CONTROL:** NO traction control of any kind – mechanical or electronic. All wiring from distributor to ignition switch or tachometer must be in plain view for inspection and have no splices or interruption in these wires. Speedway will have the right to confiscate any part of the ignition system for further inspection. If parts are confiscated, prize money and points will be held until results of inspection are known. All legal parts will be returned within 5 days. Violation of any of these rules will result in disqualification.
23. **TECH INSPECITIONS:** First offense for illegal cars will be disqualified and all points and pay for the evening's events will be forfeited. A second offense will result in the same penalties plus a two-race suspension. A third offense will result in a suspension for the rest of the year.

NOTE: The preceding rules and regulations are designed to provide for the orderly conduct of racing events and to establish minimum acceptable standards and requirements for such events. By participating in these events, all participants are deemed to have complied with these rules and regulations. No expressed and/or implied warranty or safety assurance shall result from publication of, or compliance with, the preceding rules and regulations. They are intended as a guide and are in no way a guarantee to any participant, driver or official, against injury or death. Any of the preceding rules may be subject to revision if it is felt that the change would be in the best interest of safety or the Division. Track Officials have the right to make decisions and to rule accordingly, in the interest of safety, without recourse from drivers and/or owners. Track Officials or Series Officials will decide anything not covered in the preceding rules and regulations if, and when, it becomes necessary. OFFICIALS DECISIONS ARE FINAL.