

# Gulf Coast Racing Group

## 2026 FACTORY STOCK RULES

These rules are to tell you what you can do. If it is not in the rules and you do it, it is NOT LEGAL unless cleared by tech-inspector.

The Statement: Unless it came on a stock, mass produced vehicle, it is NOT LEGAL UNLESS SPECIFIED HERE! If it came on a stock, mass produced vehicle and it is prohibited here, it is NOT LEGAL! All dimensions are referenced as the car is raced. Your tire pressures, spring settings, etc. May put your car out of limits. No variances are allowed when / if the cars are checked / weighed going onto the track. Following the race, decisions on variances for accident is at the discretion of the Tech Inspector(s).

### RELATIONSHIP TO OTHER CLASSES:

These cars are primarily for NEWER drivers to V8 cars.

### ELIGIBLE MAKES/MODELS:

Any Chrysler, Ford or GM model car that was / is mass-produced for the United States Market. Check with track before you build.

### MATERIALS:

No ceramic or carbon fiber parts allowed.

### RADIATOR:

One, mounted in front of the engine for the purpose of cooling water and, optionally, to cool an automatic transmission.

### ENGINE:

Location: Stock location for Make / Model / Year.

### Option 1

The ONLY aftermarket seals allowed for competition are:

- a. GM twist off bolt engines will NOT be legal.
- b. Chevrolet Performance cap seals
- c. Crate USA Gen IV(Green) or Gen V(Black) cable seals, RUSH cable seals, IMCA cable seals allowed.
- d. NOTE: Crate USA Gen V (LIGHT BLUE) Seals are allowed. These seals will begin with number 406XXX.
- e. NO ACAS, NDRA, FASTER, Crate USA Gen I (Silver), Gen II (Blue) or Gen III (Yellow) will be allowed.
- f. To compete with ANY other seal/sealing system contact GCRG for approval.

If Bolts or Seals are altered, you will be DISQUALIFIED. (Must run 500cfm Holley 2 barrel) If you put a 602 Crate Motor in any other chassis besides GM, contact Tech Man for engine location.

### Option 2

**NO MORE than 180 lbs compression.**

**BLOCK:** Stock based, steel, small block not to exceed 364 ci. No 400 ci engines Must be stock bore (+60 okay) and stroke. NO stroker / hybrids (No 383ci Chevys, No 347 Fords, ect.) All engine casting numbers stamped on the engine must be unaltered.

**CAM:** Chain driven. HYDRAULIC OR SOLID ; NO MORE THAN 450 LIFT MEASURED AT INTAKE

**LIFTERS:** Solid or hydraulic. No rollers or mushrooms. No ceramic.

**PISTONS:** Dished or Flat top only . No Domes.

**RODS:** OEM length. Example: SBC must be 5.7" I-Beam Rods No 6" rods. No H-Beam rods. May use aftermarket part numbers only SCAT # 2-ICR5700 OR EAGLE # SIR5700BBLW OR STOCK GM NO HBEAM OR LIGHTWEIGHT RODS

**HEADS:** OEM iron heads. Vortec heads okay, Vortec copy okay. Not to exceed 173 intake runner volume. No Porting or Polishing. OEM style stamped steel rockers. No roller rockers. No roller tipped rockers. Screw in studs and guide plates OKAY. No Porting/ Polishing.

**VALVES:** Maximum of 2 valves per cylinder. Max intake is 2.02. Max exhaust is 1.600.

**CARBURETOR:** One carburetor 500 cfm two barrel Holley with stock, unaltered, throttle arm and butterflies. Choke plate may be removed. No Porting or Polishing. MUST PASS GO/NO GO gauge. The accelerator pump squirters may not extend into the area directly above the venturi (Tech Purposes). Recommend Epoxing the boosters for safety. MUST HAVE CHOKE HORN No 4412C,4412CT,4412HP Holley Ultra XP series carburetors "polished aluminum type with choke horn omitted"

**CARBURETOR CLAIM:** Any car owner of a car in the FEATURE RACE may claim the carburetor of any car finishing ahead of the claimers car, in the FEATURE RACE for \$300 and swap of claimers carburetor. Only 1 Claim per year. (Tech Inspector(s) will have final say so if carburetor is in shape to swap).

**INTAKE MANIFOLD:**

No Porting / Polishing. OKAY to drill the intake, to mount on Vortec heads. Any cast iron or aluminum intake. Dual Plane Intake ONLY.

**CARBURETOR ADAPTER / SPACER:**

No more than 1 adapter and no more than 1 spacer, a combined total of 1" thick. May be Aluminum, Wooden or Plastic. Cannot extend into manifold.

**AIR FILTER HOUSING:**

No vacuum lines allowed between the air cleaner and the carburetor. Only one, round, mass produced air cleaner may be used. Maximum size of the element will be 14" in diameter by 4" tall. Air cleaner top and bottom must be made of solid metal. NO PLASTIC AIR HATS.

**IGNITION:**

Battery operated. OEM electronic ignition system such as HEI required. Distributor must be mounted in the stock location and maintain the stock firing order. No crank / triggered ignition. No ignition boxes.

CRANKSHAFT:

OEM crankshaft or OEM replacement cast or steel crankshafts only. Scat #9-10442, Scat #9-10526, Eagle #103523480, Stock stroke. No lighting, no knife edge, no polishing. Must Weigh 48lbs without gear

ALTERNATOR:

If used, must be 12 volt and of OEM design.

HARMONIC BALANCER:

After market to include fluid damper okay.

NUMBER ONE PLUG:

Must be at stock location for make and model. Engine has to be in stock location on frame. ZERO ENGINE SET BACKS.

STARTER:

Full size or Mini Starter okay. MUST HAVE STARTER.

WATER PUMP:

After market okay.

POWER STEERING PUMP:

Stock location. : After market power steering pumps and steering quickeners are okay.

ACCESSORIES:

Other items must be OEM style but may be after-market items.

PROHIBITED:

Any titanium or other similar sophisticated lightweight parts. Mounting the engine so that the centerline of the crankshaft is more than 1" from the center point between the 2 top ball joints.

FUEL:

Racing gasoline OKAY. NO E 85. No aftermarket additives. No cool cans. See the safety rules on the required fuel cell.

EXHAUST:

Must exit approximately parallel to the ground and not be aimed in the direction of the cockpit. Headers OKAY with 1 5/8 inch primaries and 3" collectors. No over the frame or crossover headers. Turndowns recommended.

FLYWHEEL/FLEXPLATE:

OEM steel only. OEM dimensions

CLUTCH/TRANSMISSION:

Single disc clutch only 10 1/2" minimum. No aluminum flywheel. Stock type flywheel to weigh no less than 14lbs., stock type pressure plate no less than 13lbs., stock disc type clutch and flywheel required. Stock torque converter 11" minimum required with automatic transmission. Transmission may have shift kit installed, 1/4" steel plate surrounding stock bell housing or blow proof bell housing required. No racing clutches are light flywheels, or small torque converters, or racing torque converters are allowed. Functioning torque converters must weigh 38lbs minimum.

**DRIVE SHAFT:**

OEM steel. Universal joints are to be similar in design to OEM units.

**REAR END:**

Ford 9" OKAY in any make. When using 9" Ford make sure brackets are 3" maximum from bottom of rear end housing to center of control arm bolt. Must be the same both sides . . IF any questions about stock location, call track BEFORE you weld brackets on. OEM 5 or 6 lugs OKAY, consider installing C-Clip eliminators or other provisions such as that breaking a rear axle does not cause the axel to come out of the housing.

**BRAKES:**

Minimum of 2 rear and 1 front brake. No floating brakes.  
Dual Master Cylinder OK. No Brake Bias.

**BATTERY:**

May use 2 batteries. If battery is located in drivers compartment it must be in an enclosed battery box and securely fastened. No bungee cords or ratchet straps. NO EXCEPTIONS. Must power the starter and the ignition and any accessories.

**CHASSIS:**

OEM for Make / Model / Year of the body.

**WHEEL BASE:**

Must be as manufactured for the Make / Model / Year. Minimum Wheel Base 108". A one-inch tolerance may be allowed at the direction of the Technical Inspector for accident damage the day of race.

**STEERING:**

OEM style for Make / Model. No Rack and pinions unless OEM Equipped.

**SHOCKS:**

\*\*\*\*\* effective 2021\*\*\*\*\*

Steel body shocks, stock mount, non-adjustable shocks. No heim ends allowed \$300 shock claim rule.

The \$300 claim is for all 4 shocks and claiming car must be on the lead lap. Can only claim or be claimed once in a season. **May run shock extension on left rear ONLY**

**FRONT SUSPENSION:**

Upper A-arm and all steering linkage may be reinforced as long as their identities remain clear. Factory spec upper control arms with lengths of eight (8) inches or eight and one-half (8.5) inches are permitted. Upper A frames must be within one inch of OEM offset. May use stock dimension tubular upper A-Arms must be mounted in stock location on chassis. OEM style and dimensions racing shocks allowed. Aftermarket ball joints are permitted but must be stock OEM dimensions. Rebuildable ball joints are permitted. Upper ball joints may be any height but must be in the stock location.

Shocks MUST use the OEM mounts and remain in their OEM location. NO SCREW JACKS. No Bump Stops or Shock Covers. NO SPRING RUBBERS. NO SPRING BUCKETS. NO CHAINS, NO CABLES, or NO TETHERS allowed anywhere on chassis or suspension. **No adjustable spring spacers must be solid or welded off** OEM style and dimension racing springs allowed. Springs must remain in their stock mounts and locations. For coil spring cars you may use 5" springs. Chrysler torsion bar suspension is permitted if it was stock on the year and model designated for the car. No driver adjustable suspension devices permitted. Spindles "3piece Spindles" and lower control arms MUST BE STOCK to the chassis being used. Also, upper control arms, spindles and lower control arms must be in STOCK LOCATION for chassis being used. NO limiting of suspension up or down

#### REAR SUSPENSION:

OEM. Shocks must use the OEM mounts and remain in their OEM location. NO SCREW JACKS. No Bump Stop or Shock Covers. OEM style and dimension racing springs allowed. NO SPRING RUBBERS. . NO CHAINS, NO CABLES, or NO TETHERS allowed anywhere on chassis or suspension. Springs must remain in their stock mounts and location. Center bolt of the Lower Rear trailing arms cannot no more than 3 inches from the bottom of the axle tube must be even For coil spring cars you may use 5" springs. Chrysler torsion bar suspension is permitted if it was stock on the year and model designated for the car. OEM design leaf spring setups in which the springs are securely fastened to the rear end are OKAY. No driver adjustable suspension devices permitted. No "Z" links, aftermarket pan hard bars, aftermarket Jbars, torque links, torque arms, damper shocks, fifth coils, ECT. NO limiting of suspension up or down SPRING BUCKETS O.K. SPRING MAY NOT EXCEED INTO BUCKET MORE THAN 3/4 OF A INCH FROM THE FLAT PART OF THE ORIGINAL SPRING PERCH

**Adjustable spring "bucket/cup" can used ONLY on the left rear upper or lower . Right side may NOT have any spacers or adjustments.**

#### TRACTION CONTROL:

Other than listed under REAR SUSPENSION, no other traction devices are permitted.

#### BODY:

MUST HAVE COMPLETE BODY

OEM production body or sheet metal body OKAY MUST LOOK STOCK APPEARING (WE WILL NOT LET THIS GET OUT OF HAND). Complete stock body, unaltered except as stated here. Hoods may be gutted. Firewall can be stock or fabricated and must be in the stock location. No open holes in firewall (seal Penetrations). Maintain the floor from firewall rearward to the leading edge of the trunk. There must be a firewall between the driver's compartment and the trunk. Car must be sealed at the back of back seat frame work. floor pan and fire walls can be fabricated with the same thickness of steel as stock " 20

gauge “ and must go from stock frame rail to stock frame rail no aluminum NO decking allowed, must have open cockpit from firewall to rear firewall. All doors must be welded and / or bolted shut. Doors may be gutted. Install 3 driver’s sidebars, with 1/8” steel plate covering the door bars from front to back and top to bottom welded in place on outside of bars (Strongly Recommended). Install a minimum of 2 right side bars. The frame rails do not count as the door bars. See the safety rules for other items. Front inner panels optional on shock cars, required on strut cars. Trunk lid may be gutted. All glass must be removed. No mirrors. Grill may be replaced with wire mesh. Must have stock bodylines. Must have a metal firewall between driver and fuel cell. No fuel line in driver’s compartment unless contained in conduit / pipe. Fenders may be cut for tire clearance. Front fender well may be removed. **The rear of the car must be closed in with either a aftermarket tail piece or metal. If Metal must go form top of frame to to of deck. May leave open 10” on each side.** Rear of car must have downward slope from back of rear glass to back of trunk lid Rear deck height 40"on hung bodies (minimum 35") CAN BE MEASURED ANY TIME NO TOLERANCES

#### NOSE / GRILL:

Aftermarket plastic nose for Make / Model OKAY. Front grill may be removed if such nose is installed. MUST Match Body/ Year Model.

#### Hood:

May have an opening for the air cleaner. The claimed engine size must be displayed on each side of the hood reading from the closet side of the car. Use letters at least 3” tall with the length proportional to the height.

#### ROOF:

Stock appearing. No spoilers or wings. The left and right edges of the roof are to be approximately the same height from the top of the doors and quarter panels. No more than 1” tolerance. The left and right side support panels for the roof must be the same design and front to back length.

#### INTERIOR:

See the section on SAFETY.

No part of the seat may extend rearward past the plane generated by connecting the rear most edges of the doors. Aftermarket GAS pedal OKAY. (May be relocated). Must retain OEM window openings.

#### TRUNK LID:

Required. May be gutted. Must be able to be opened.

#### REAR BUMPER:

Any Make / Model OEM OK. Fabricated OK if approved by Tech. Ends must be smooth. Must be attached to the frame or roll cage in at least 4 places, 2 on each side of centerline.

#### SPOILERS:

**May Run 3” spoiler max**

