



Turf Tire 2024

General Rules

- 1.) The rules and/or policies set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. General Rules for Gulf Coast Speedway (GCS) – other visiting Associations apply, but not limited to conduct and sportsmanship.
- 2.) These rules shall govern the condition of all events and by participating in these events, all participants are deemed to have complied with these rules or policies. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.
- 3.) They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The race advisor shall be empowered to permit minor deviation from any of the specifications herein imposed and further restrictions that in their opinion do not alter minimum acceptable requirements.
- 4.) NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS.
- 5.) The GCS Turf Tire Series is comprised of all volunteer, uncompensated officials who cannot be held responsible for any actions taken by GCS or their safety crews. By participating in said race events, all participants acknowledge that: RACING is a dangerous sport that could result in injury or death to a participant, spectator, or official; and the suitability of the track, race conditions, and safety considerations is solely their responsibility.

Turf Tire Specific & Chassis Rules

- 1.) **Driving Age** – Minimum is Twelve (12) years of age with one (1) year (full season) of Restrictor Class experience, and to be determined and approved by at least three (3) GCS board members. Otherwise, drivers sixteen (16) years of age without any board member approval.



2.) Roll Cage - Roll cages shall be at least one inch (1") tubing diameter of 0.062 wall thickness, and CARS WITH ONE INCH (1") OD ROLL CAGES MUST BE DOWNTUBE IN DESIGN. All other roll cages one & one-eighth inches (1 1/8") or larger tubing diameter of 0.065 wall thickness will be allowed. Roll cage shall be made of chromoly steel or equivalent material. The front section of the cage shall be no further back than the steering wheel. Roll cage shall have sufficient fore and aft bracing, and the strength to support the weight of car with driver in the event of an accident. Roll cage shall have gussets at the intersecting bars to the uprights. Radial bends must have at least three inch (3") radius. No square or pointed corners allowed. Top roll cage clearance must be a minimum of three inches (3") above the driver's helmet while seated in car. It is mandatory to install a cross brace behind the seat to support the shoulder harness (seat belts).

3.) Bumpers and Nerf Bars – Cars must have bumpers extending beyond the front and rear tires. Nothing may extend beyond a tangent line from the outside edge of the tires to the bumpers. All cars must be equipped with nerfing bars. No nerf bars may extend beyond the outside edge of the tires or wheels whichever is the widest, and all nerf bars must extend to inside edge of tires. If a car loses any nerfs/bumpers during a program, they may continue unless it is the one protecting the motor, and/or the fuel cell. Cars must start the race night with ALL BUMPERS AND NERFS. Front bumpers cannot extend more than eight inches (8") beyond the front tube of chassis. No sharp corners or design as to hook or damage other cars.

4.) Safety - Seat belt dates must not be more than three years old (Example: Dec 2019 may be used in 2020, 2021, and 2022). Seat belts must be securely attached to the car and always used with metal to metal latches only. Five-point seat belts with shoulder harness and sub-strap is required. **Neck restraint devices are mandatory** (No neck collars/donuts). Arm restraints are mandatory and must be adequately adjusted to keep the driver's hands below the top of the roll cage. Helmets must be full head coverage, competition type with at least one of the three latest SNELL 2010 approvals. All drivers will wear a name brand flame-retardant uniform 2 layer or more. Single layer suits must be worn with Nomex under wear. Flame retardant undergarments (long underwear, long sleeve shirt, socks and head sock) are recommended. SFI gloves and fireproof racing shoes are mandatory. ALL CARS MUST HAVE SAFTY CELL OR BLADDER. Fuel tanks are permitted, but must be covered by a protective shell, same as bladders. All fuel tanks must be equipped with a one-way check valve designed to prevent the spillage of fuel from the fuel tank vent in the event of a rollover.

5.) Electronics – On/Off switches must be mounted on dash, on top of the cowl, or on steering wheel. On/Off switch must be connected and functional. No traction control devices. No data acquisition systems. Fuel pump safety shutdown is highly recommended.



6.) Battery - All wet cell batteries must be securely mounted in the cockpit, covered, and vented outside the cockpit area. Any sealed battery must be securely mounted the cockpit. **ONLY ONE (1) BATTERY ALLOWED IN THE TURF TIRE CLASS.**

7.) Fuel - Turf Tire Class cars must run pump gasoline 93 octane max (No RACE FUEL, No E85, no performance enhancing additives are allowed). **The fuel pump must be securely mounted to the chassis/car with a bracket, and it cannot be loosely mounted or zip tied.**

8.) Weight – Turf Tire Class cars, minimum car with driver after race:

- **750#** for all motors factory carbureted or single injector per cylinder
- **800#** for all motors factory with two injectors per cylinder
- **All cars must have weight sticker placed on the left side top chassis rail to be placed on car when inspection is completed. It is the responsibility of the driver to make sure the correct sticker is on the car before each race night.** If needed per car, GCS will replace the sticker one (1) time due to general wear and tear or for motor changes after initial inspection. Each sticker there forth will be a fee of \$3.00 per sticker for that year.

9.) Suspension - Tread: Maximum fifty inches (50") center to center of rear tires. Wheelbase: Maximum seventy inches (70") / Minimum fifty inches (50"), center of front axle to center of rear axle. Steering: Front wheels must be connected by a solid or tubular tie rod. Rear wheel drive only. All suspension bolts except wheel nuts must be secured by some type of locking device. **No cockpit adjustable devices of any kind. If device cannot be relocated from cockpit area, it must be secured so no adjustments can be made during race activities.**



10.) Shocks – One adjustable shock allowed on the corner determined by driver/owner. Nonadjustable shocks on all other corners of car, aluminum or steel (no gas shocks allowed). No sway bars front or rear, and no cockpit adjustable shock.

11.) Brakes - Brakes will be of sufficient strength so as to slide the wheels while the car is in motion at any given time. NO FRONT BRAKES ALLOWED IN THE TURF TIRE CLASS.

12.) Tires and Wheels - "OLD STYLE" TURF TIRES ONLY (HOOSIER TURF or GROOVED SMOOTH TIRE IS ILLEGAL). Eight inch (8") or ten inch (10") combination of tires and wheels allowed, and bead locks are permitted. The maximum right rear wheel width is twelve inches (12"), and the maximum left rear wheel width is ten inches (10"). TIRE PREP CHEMICAL or DOPING IS NOT ALLOWED. Tires must durometer minimum of 50 after race. Cars may continue to race with flats on left side unless the driver cannot control car, and/or they are running to slow to keep pace with other cars, determined by GCS Officials. Maximum right rear tire size is twenty-two inches (22") diameter. No wheel bleeders allowed. Grooving and siping are allowed. Right rear must be a minimum of 12psi and left rear a minimum of 6 psi after race measured on scale. It's the racers responsibility to make sure their gauge matches track gauge.

13.) Bodies - All cars must have complete bodies with tail section in place. Square tail may not have wicker bill or spoiler over one inch (1"). Quick release steering wheel hub is required for drivers in the event of rapid exit. The minimum opening on the right side of the car will be ten inches (10") from the bottom of the roll cage to the top of the mud guard or sissy bar, and fourteen inches (14") minimum width (1" tolerance in either direction is allowed). Floor pan must extend from the front of the seat to a place forward of the driver's feet on top of cross members and lower frame rails. Body panels may not extend more than one inch (1") beyond the rear cage down tubes on mini-sprint car bodies, no added tubing to rear of cage to extend sail panels. No more than one inch (1") lip on any body panels.

14.) Chain Guards - Chain guards will be made of 0.090 inch thick aluminum or equivalent, and it will run on top of chain from the front of the front sprocket to the center of the rear axle. Any car equipped with a shifting mechanism must have this device mounted in the driver's compartment. Shift levers may be mounted outside the driver's compartment with approved chain guard and side panel. Driver must not be able to touch the chain or sprockets while sitting in the cockpit.

15.) Wings - Special occasions only, ten square 10 sq/ft in size. No nose wings allowed.

16.) Numbers - All cars must have legible numbers on both sides of car and the nose. Minimum height of numbers is eight inches (8") on the nose, ten inches (10") on each side of the tail tank or tail piece. Also, a mandatory six inch (6") number is mandatory on the right side top of rear panel or on a number plate in same location. No duplicate numbers.



17.) Ballast - Any material used for ballast must be firmly attached as a part of the car's structure (chassis), and it must be painted white with car number included on ballast. No loose ballast allowed (including fuel).

18.) Steering - Power steering is allowed. Cars must not run more than 12 degrees caster (1.5 degrees allowed for error). If a twisted axle, the side of axle with more caster back will be the one used for tech. Cars will be teched on the most level ground or concrete pad available.

19.) NO CARBON FIBER PARTS OR TITANIUM PARTS ALLOWED.

20.) Racecievers are mandatory - Anyone caught with cell phone, radios, or other communications device besides mandatory raceciever set to the designated frequency will be disqualified and/or suspended at the discretion of GCS Officials.

21.) Beginners Rule – All new drivers to the Turf Tire Class will run a minimum of three (3) pink flagging ribbons on back of their car, GCS Officials discretion.

22.) Ringer Rule – No ringer rule in 2024

Engine Rules

1.) Any 600 cc Honda, Kawasaki, Suzuki, or Yamaha, so as long as **the weight rule is followed for that motor**. Must be naturally aspirated.

2.) STOCK engines only (OEM), must be as it came from factory. Aftermarket airbox and exhaust are allowed, and all engines must run a working charging system/unit. Pistons, rods, cams, clutch, injectors, etc. must be stock parts as used on the motorcycle from the factory. No engine work (no ported heads, no lightened cranks, no lightened flywheel, no lightened pistons, no altered or slotted gears for cam degree, no head clean-up). Valve jobs will be allowed if they are within manufacturer tolerances. Stock valves must be retained. Aftermarket timing advancers are illegal. Crank case ventilation is allowed (to atmospheric pressure only). Any exhaust will be allowed, but all cars must start each race with a muffler. All original transmission gears must remain intact and functional. Any engine sprocket (520 or 530) is



allowed. Outer cosmetic changes will be allowed to mount the engine in the car (i.e., cut part of the engine off to get it to fit, relocate oil pan drain plug, etc.). CDI (black box) must remain stock.

3.) Engine Claiming Rules - There will be a \$2,200.00 "A" Main (engine only) claim on the first three (3) finishers by the 10th place finisher forward. If your engine is claimed, you will retain the complete exhaust system including the exhaust nuts, the carburetors and/or fuel injection system, air cleaners, the coils with spark plug wires, the CDI (black box), the voltage regulator with the wiring down to where it plugs into the engine or into the connectors coming from the engine, the shift lever and linkage, the chain drive sprocket and bolt/nut, chain guard designed to protect engine from broken chain. Also retained will be all the mounting plates, bolts, and components required to mount the engine. **Only one (1) claim per year per team.**

4.) Removing the engine - The person removing the engine will unplug all wiring and unhook all hoses connected at the engine. Do not cut wiring or hoses. Any driver, owner, or crew who tries to damage the engine, car, or parts of the opposite party while the engine is being removed for a claim will be subject to fines, suspension, or disqualification as deemed appropriate by GCS Officials. **Remember**, when you sign in at the races each night with a Turf Tire Class 600cc four cylinder engine, it is accepted that your motor could be claimed. If two (2) people claim the same engine, the highest finisher of the two would be allowed the engine claim. When requesting an engine claim, the \$2,200.00 must be presented in cash or certified check. Absolutely no personal or company checks will be accepted for claiming purposes.

5.) The penalties for refusing an engine claim are: Suspension for remainder of season and a \$1,000.00 fine, that must be paid before being allowed to run with GCS.

6.) Fee of \$300.00 CDI (black box) claim. Refusal of a claim is a penalty of a \$100 fine with a six (6) month suspension. **Only one (1) claim per year per team.**

GCS reserves the right to modify/revise the rules at any time during the race year to promote equality or safety in the class. (2024 Race Season)