

# 2010 FOUR CYLINDER ENDURO RULES

We have a great Enduro series going and we work hard to keep this going strong. We will continue to tweak our rules to keep this series Safe – Affordable – Fun!

- Work on rules & policies that will help keep this sport affordable
- Work on rules that will help get more races out of the cars we build but not make them like a tank or a solid steel battering ram!
- Work on ways to keep this game fun, get new cars & drivers coming into this sport & keep the fans coming to watch!
- The handful of changes in the 2010 rules is reflected 100% by the above statements!

We want all drivers and teams to look at the quality and construction of your roll cages, as well as the mounting procedures of your seat and racing belts. I have the names and numbers of several people that I know who will put a safe cage and seat mount in your car for a very reasonable cost. If you are knowledgeable enough to do your own cage, take your time, use adequate materials including a full size driver's door plate, and ask someone if you have any questions. As cars get harder to find and you put more time and effort into your roll cage, we will be allowing some simple bars going to the rear of the car (see enduro rules). These are not for speed or performance; they are for safety and to help keep your cars from bending up so easy in the rear. Take a look at purchasing additional safety equipment, such as a good racing seat, racing gloves and shoes, extra roll bar padding for the cockpit area, and a good quality racing helmet. Remember, most safety equipment is a onetime purchase, and can be used for several years. Always think **Safety - Stock – Cheap – Fun!**

**Safety Requirement for 2010** A Full Fire Suit is required, including a full one piece suit or a two piece suit with pants and jacket. No one will be permitted to run with a fire suit top only. We strongly recommend that all drivers have a good quality racing helmet, wear racing gloves & racing shoes, a neck collar or other style of head & neck restraint, as well as any additional safety equipment.

## Rule Tweaks and Reminders:

- **No Antifreeze period** – any car caught during tech will have to drain your complete cooling system in an approved container & will be assessed a 10 lap penalty. If you are caught draining or dumping antifreeze on Speedway Property, you will not run & be disqualified for that event.
- **Camber Rules are as follows:** We will continue our **No Camber Rule for the 2010 season**. This will be measured with a carpenter square off the concrete base and will have a **1/4" of tolerance** – No more! A 2 lap penalty per wheel will be assessed for cars not meeting this measurement.
- **No Spring Rubbers** of any kind.
- **Rear Steer (Wheelbase) Rules are as follows:** The wheelbase will remain the same measurement on the left side of the cars as it is on the right side. There will be **1/4"** of tolerance in this measurement. A 3 lap penalty will be assessed for cars not meeting this measurement.
- **No Expandable Foam** allowed in any body panels (around the battery or radiator OK)
- **All Front & Rear Metal Bumpers Must Be Strapped or Chained**
- You are allowed to run up to a **1 3/4" dia. support bar between the two front strut towers**
- You are allowed to run up to **1 3/4" dia. x .090 bars down to the rear struts off the back of the main cage as well as between the rear struts**. This is for the sole purpose of keeping the cars from folding up so easy & to keep repairs down to a minimum.
- You are allowed to have one - **1 3/4" x .090 piece of tubing run between the two front frame horns of your car**. This bar will be back in from the front edge of the frame horn so it not to be mistaken as a support bar for your front bumper. This bar is intended to keep the frame horns in place & to assist with the mounting of your radiator.
- **Mufflers are Mandatory**
- **An Emergency Shut-Off Switch is highly recommended** - contact Eric Westra at 269-330-4561 for a safe yet inexpensive way to do this - Think Safety - Think Cheap!

This is enduro racing, but we will constantly be keeping an eye on head hunting or some rough, intentional dirty driving. **Take notice of this warning** - you will be parked if we feel that you are in violation of this. This was one of main complaints from participants last year and we will be watching out for this. No extra bars or plating in the front or rear of the bumpers. If you have to replace a bumper, you must use a small cars stock bumper, not a piece of square tubing or a truck bumper.

1. Any Four Cylinder Front Wheel Drive Cars, except the following: No Convertibles, No Trucks, No Two Seat Coupes, No Turbo or Super Charged Engines, No Multi Carburetors, No Rotary Engines, No Mid or Rear Engine Cars, and No Cosworth Engines. Factory Stock Fuel injection only. Honda CRX is OK.
2. Maximum Wheelbase – 105”
3. **Complete Stock Body** – front to rear, stock frame, stock suspension, stock front & rear firewalls, **Stock, Stock, Stock!** All trunks & hoods will have working stock hinges. Hoods & trunks must be secured with a quick release style hood pin or straps only – No nuts & bolts will be allowed - **remove all factory hood & trunk latches**. Bumpers must be chained or strapped to frame. All holes in firewalls or floor must be covered with metal. Steering and suspension must be stock - no modifications – **No camber is allowed** – this will be measured with a carpenter square.
4. Dashboard, Steering & Pedals must be Stock – Cars must and have a working horn or radio, with the steering column and dash intact. No Mirrors. All cars must start with a key, or use a push button/toggle switch hooked directly to the steering column wiring harness. The vinyl cover on the dash may be removed.
5. All Glass except for the windshield must be removed. Lexon windshield is OK. All loose glass must be vacuumed out of the car. All wheel weights must be removed from every tire that you are racing on, including your spares. You must take off each tire, and check for wheel weights on the inside and outside of the wheel. If you get up to the tech area with any wheel weights on your wheels, you will be sent back to the pits to remove all wheels and inspect them inside and out.
6. All Insulation & Upholstery under the hood, on the floor, and in the interior of the car must be removed. All headlights, taillights, loose chrome, etc. must be removed from the car.
7. Stock Transmission for that make & model of the car. An external cooler is permitted.
8. Battery may be relocated, strapped securely, and covered.
9. **Stock Exhaust System with muffler – Max. exhaust size will be 2”.** **If it is too loud, it will not run!**
10. Gas Tank – If the stock gas tank is located ahead of the rear axle, it may remain in place. Any tank behind the rear end must be replaced & relocated in the trunk. Use a small fuel cell (8 gal or smaller) or a boat gas tank. Fuel cell or boat gas tank will be mounted in the farthest forward area of the trunk, securely fastened with at least 4 straps. Rear firewall must be enclosed if the gas tank is placed in the trunk.
11. **Tires & Wheels** – Stock wheels for that make & model of car. Right front wheel may be replaced with a stock offset safety wheel. All wheels will be a maximum of 15” x 6” wide. All wheels & tires will be the same size & profile on all 4 corners. Approved passenger car tires only, No low profile, trick or exotic tires. Maximum tire width is a 70 series tire (**No 65 or 60 series tires**). Maximum size for a 15” wheel is a 205 - 70.
12. **Safety Requirements** – A roll cage with a minimum of a rollover bar is required, with the rollover bar being just behind the driver’s seat. The minimum tubing size is 1½” x .095 thickness, and must be securely welded or bolted to the car. **All cars must have a minimum of 3 door bars on the driver’s side, built in as part of your roll cage. The front portion of the 4-post cage must go up over or under the steering column and over to the right side of the cage. Do not attach the 4 pieces of the upright tubing of your main cage simply to the floorboard tin. We strongly suggest that you weld and/or bolt a piece of tubing that lays flat on the inside of the car, running parallel with the rocker panel, where your rocker panel and floorboard are seamed together. This piece of tubing installed on each side of the car (approx. 42”long) can be welded in several spots to the inner rocker panel/floorboard area, and will be an excellent spot to attach your 4 uprights of your main roll cage. Call Scott on this if you have any questions on this. These 4 upright bars are what your main cage consists of and are where your door bars will attach to; they need a good solid area to attach to.** No removing of any interior metal inner body panels, except for clearance for driver’s side door bars. Driver’s side door plates are recommended, either over the door bars, or they can be welded or bolted to the outside of the driver’s side door, overlapping the front and back door seam. Both doors must be welded or chained shut. If a stock seat is used. make sure all tracks are

bolted in place. The back of the seat must be secured to the back of the roll bar. A racing seat, mounted to the roll cage is highly recommended. A driver's side window net is required and must be able to unlatch for easy driver exit. A set of racing seat belts and shoulder harnesses are required, mounted in a safe and proper fashion. Helmet must meet minimum DOT standards; a Snell approved helmet is suggested. An approved fire suit top is required, a full fire suit, including racing gloves and shoes are highly recommended. No lead, concrete, or any ballast may be added to the cars.

13. **Rear Bars** We are allowing the placement of rear bars, solely for the purpose of safety and to try to keep the rear of the car from folding up so easy. Maximum of any tubing size will be 1 3/4", round or square; there will be no 3" or 4" channel. The rear bars may extend rear-ward from the top of the cage behind the driver, angling down towards the rear of the trunk area. We suggest having a piece of tubing welded flat on the trunk floor, back near the kick-up of the very rear of the trunk area. This is the material that your two rear bars will attach to. No bars of any kind will extend out through the rear of your trunk area; any bars out past this point will need to be cut out before racing. You may have an X in between your two diagonal bars.
14. **Any rebuilding of the frame horns, strut towers, bumper mounts etc., can only be repaired with the use of flat stock that is 1/8" thick or less. No 1/4" plate steel or 4" angle allowed anywhere on your enduro car. We realize as these cars race more often and some of this repair may be needed. You may call the office (269-692-2423) if you have any questions. Remember a phone call ahead, may save you a ton of cutting & sawz-alling at the track!**

Kalamazoo Speedway Officials will have the final word on the eligibility of any car, so call if you have a question. Always think **Safety – Stock – Cheap – Fun!**

Call the speedway office for any questions or rule clarifications 269-692-2423