

2013 Front Wheel Drive Enduro Rules

Put together a Cheap Car.....\$25 pit pass.....No Entry Fee.....Have a great time “Enduro’ing It” at the Zoo

As Kalamazoo Speedway continues to try & salvage the FWD Enduro Series, you will see below that we have simplified things, we are relaxing on the many of the rules, making it easier to race with a junk yard car instead of running with a race car. We no longer want sixty or sixty-five \$1500-\$2500 Enduro Race Cars.....what we want is 120 or more \$500-600 Enduro Cars!! Although our enduro series is still as strong as any series in the nation, the car counts are falling way too fast & we at Kalamazoo Speedway are going to bring back Enduro’s to the events they were just 4 or 5 years ago.....Events where a lot of junk yard cars entertained the fans with their cars on the track.....not race cars trying to entertain enduro fans going faster & faster each year!

The first new policy is that **I have the option to buy any car that finishes in the top 10 positions for \$800**, minus any safety equipment that you can unbolt. If you place in the top 10 & I claim your car & you refuse to sell it, you will forfeit your winnings for that event & you will be out of the enduro series at Kalamazoo Speedway for **1 year** from that date! No dice rolling....no games. If you can’t sell it for that much, you have too much money into this game and maybe it’s time for you to find a new game (see 2013 Cyber Stocks Rules)! And any cars bought will not be resold but will be in the following enduro with an enduro rookie driving in that race!

The second new policy.....we are dropping the entry fee.....No Entry Fee.....just a \$25 pit pass and you can go enduro racing at the Zoo!

The third new policy is the new pay structure. As you can see on the FWD Enduro Payout sheet, we are putting how much money you want to race for in the hands of you drivers. If you all band together and dig out those old cars & get your local salvage yards involved, I honestly believe we will see well over 100 cars per event as we did just 2 years ago. We have purses listed from nearly \$7000 to over \$14,000.....one of which will pay \$100 up to the 75th place finishing driver.....so as I said above, you drivers will decide the purse.

Safety Requirement for 2012- A Full Fire Suit is required - either 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 high quality properly rated racing helmet, wear racing gloves & racing shoes, a neck collar or other style of head & neck restraint, as well as any additional safety equipment. **See Rule # 12 below!** Always think **Safety - Stock – Cheap – Fun!**

We need all drivers and teams to look at the quality and construction of your cars as well as your personal safety equipment. Take a look at putting in a good quality roll cage in your car or 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 one-time purchase, and can be used for several years in different cars. Call the office if you need a few names of where you can get an inexpensive cage put in your car or if you need some information on safety equipment such as a fire suit & helmet. **If you choose not to run a cage, invest in a good piece of steel for a driver’s door plate that will overlap beyond**

both the front & the rear driver's door seam, so the plate can be securely bolted to the front fender as well as the rear door or quarter panel.

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 Rule – Minimum camber adjustment will be allowed – **½” of camber will be allowed.**

No Spring Rubbers or Spacers of any kind. No altering or playing games with your Struts! Your cars do need to bounce up & down freely when going thru tech!

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 ½” of tolerance.

No Expandable Foam allowed in any body panels (around the battery or radiator OK)

All metal Bumpers must be strapped or chained.....you will be blacked flagged if you are dragging a metal bumper ! Mufflers are Mandatory.

An Emergency Shut-Off Switch is highly recommended.

You are allowed to run up to 1 ¾” dia. x .090 bars down to the rear struts off the back of the main cage as well as between the rear struts. You are allowed to run up to a 1 ¾” dia. support bar between the two front strut towers. You are allowed to have one - 1 ¾” 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.

2013 Rules

1. **Any 4 Cylinder Front Wheel Drive Car OR 6 Cylinder Front Wheel Drive Car with an Automatic Transmission can be used in the enduro series. Mini Vans are Welcome!** Exceptions are 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.
2. **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 – minimal camber is allowed – this will be measured with a carpenter square.
3. The metal portion of the dashboard, the steering column & pedals must be stock – **No Mirrors of any kind.** 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.
4. All Glass except for the windshield must be removed. Lexon windshield is OK. All loose glass must be vacuumed out of the car. No lead, concrete, or any ballast may be added to the cars.

5. 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.
6. **Stock Transmission** for that make & model of the car. An external cooler is permitted.
7. **Battery** may be relocated, strapped securely, and covered.
8. **Stock Exhaust System with muffler – Max. Exhaust size will be 2". If it is too loud, it will not run!**
9. **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.
10. **Tires & wheels – New for 2013 – No Directional Tires or Tires Marked Inside or Outside.** Stock wheels for that make & model of car are fine. Safety Wheels can be used, but you are not allowed to increase your tread width, by using some big offset wheels. **Maximum size of any wheel will be 16" x 7" wide.** Oversized 1" lug nuts are highly recommended. All wheel weights must be removed from both the inside & outside of all wheels. **No low profile, trick, or exotic tires allowed. No Z Rated Tires of any kind! Radial tires only, No bias ply, racing, or re-cap tires allowed. You may run a 14, 15 or 16" tire in a 75, 70, 65, or 60 series – maximum 225. The track has the final call on any and all tires.....**If you think you have found a way around the above tire rules, call us first, before showing up with them on your car.
11. **Safety Requirements – A roll cage with a minimum of a rollover bar is highly recommended** with the rollover bar being just behind the driver's seat. A full 4 post cage with a full set of drivers door bars & steel door plate is recommended for all enduro cars. The minimum tubing size is 1½" x .095 thickness, and must be securely welded or bolted to the car. **A steel plate welded/bolted to the exterior of your driver's door and overlapping the front & back door seam is required if you do not have a roll cage with driver's door bars.** No removing of any interior metal inner door or body panels if you are not running a roll cage with door bars. Removing of these panels will be allowed for door bar clearance only. Both doors must be welded or chained shut. If a stock seat is used, make sure all tracks are bolted in place. Highly recommended that the back of the seat be secured to the back of the roll bar. A racing seat, mounted to the roll cage is highly recommended.
12. **Drivers Safety Equipment**
 - 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. Racing Helmet must meet minimum DOT standards; a Snell approved helmet is suggested.
 - An approved fire suit, both tops & bottoms are required.
 - Racing gloves and shoes are highly recommended.
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 or saws-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