



2011 Aztec Speedway Enduro Rules

Rule #1 ALL EQUIPMENT IS SUBJECT TO THE APPROVAL OF TRACK OFFICIALS. THIS DIVISION OF RACING IS CONSIDERED AN ENTRY LEVEL DIVISION.

Rule #2 NO EQUIPMENT WILL BE CONSIDERED AS HAVING BEEN APPROVED BY REASON OF HAVING PASSED THROUGH INSPECTION UNOBSERVED.

Rule #3 ANY EQUIPMENT WHICH DOES NOT CONFORM TO THE SPECIFICATIONS OR TOLERANCES CONTAINED IN THE RULEBOOK OR IN THE SPIRIT OF AN ENDURO RACE CAR WILL NOT BE ELIGIBLE FOR APPROVAL. DON'T PLAY THE GRAY AREA GAME!

Rules Intent: The intent of these rules is to keep all enduro cars on an even playing field. The rules stated do not cover every car out there. There are cars that came stock with aluminum heads, composite intakes, fuel injection, limited slip etc. The intent of the rules is to keep the particular car stock as possible.

These rules are subject to change.

CONCEPT & DEFINITION -

This event has been created to provide an opportunity for the novice or hobbyist driver to participate in a competitive racing event with a minimum of expense. The word "Stock" will mean unaltered and as originally factory produced and installed for the year, make and model. NO "PURE STOCK , STREET STOCK, or HOBBY STOCK" race cars.

COMPETING MODELS -

1960 or newer American 2-door and 4-door cars. NO vans, convertibles, pick-up trucks, SUV, subcompacts or Jeeps. NO bolt-on tops allowed. NO fiberglass or kit cars. NO 4-Wheel drives. Cars may be rear or front wheel drive. Engines and bodies must be matched make-to-make for year and model. All competing cars must have a factory wheel- base of no less than 95" and be no greater than 128".

ENGINE -

The intent of the engine rule is to keep it stock with no more than 9:1 compression, engines that appear to be outside the general guidelines will be subject to inspection, including pulling intake, valve covers, checking pistons, compression test not to exceed 145# per cylinder. Factory engine and components with one (1) stock carburetor. Carburetor that requires an adapter plate is NOT allowed. No Holley 4412 or other race specific carburetor, NO pressurized tanks or aftermarket electric fuel pumps. Cars with stock electric fuel pump must have a bright colored, accessible cutoff switch on the left side of the dash, will also have a oil pressure cutoff switch in car. Cylinder heads & block must be cast iron. No porting or polishing allowed. No Vortex cylinder heads (unless they came stock on your particular car). Rockers



must be steel stamped. If roller cam is used it must have come factory in that car. No header or speed equipment of any kind.

NO STROKER MOTORS. Stock intake and exhaust manifolds only. No headers. High performance or aluminum intakes are not permitted. Marine-type intakes are not permitted. Must have a minimum of fourteen (14) inches of manifold vacuum @ 800 rpm. Engine must be in stock location and position. Aftermarket exhaust pipe/tail pipes are allowed, however they may NOT be over 2½" diameter. Tailpipes may exit in front of rear tires. Car must run mufflers.

OPTIONAL EQUIPMENT: Engine fan, valve covers, air cleaner, radiator may be replaced with any aftermarket item. May replace distributor with HEI, must have coil in cap (no aftermarket remote coils) Replacement steel pulleys are ok as long as they are not aftermarket.

BODIES & FRAME -

Must be complete and stock, including ALL sheet metal. All doors must be welded or bolted shut with a minimum of a 4" x 4" plate (4 bolts) . Must use fender washers on the inside. Frames must be completely stock. No alterations, bracing, welding, reinforcing etc. May repair frame, replace clip etc. but must do so as to not overbuild the repair, simple plating is allowed. Quick release window net must be used. Spoilers, ground affects, and bolt on decorations are not allowed. Themed cars are encouraged as long as the affects are adequately secured and pre-approved by the track tech inspector. Aftermarket nose and tailpieces are OK. Any added metal on body to repair holes or to cover head light/tail light openings must have a gauge no thicker than the stock body (18 gauge or less). Any holes in firewall must be covered with sheet metal, same with rear trunk area.

GLASS -

Removal of all glass and plastic is mandatory including headlight, taillights and directional signal lights. Light bulbs and all mirrors must be removed. NO rear view mirror of any kind. Side windows must be removed. Windshield must be removed. Windshield area will have three bars for driver and passenger and be covered with screen mesh (1/2" max. opening) and have at least one center support bar. Cars with not be allowed to run without a hood.

WHEELS & TIRES -

Stock steel wheels not exceeding 7" are to be used. Chrome or spoke wheels may be used but must not exceed 7". Wheels may be 13", 14", 15" or 16". 8" maximum tread width casing. NO grooving or shaving of any kind is allowed. Tires must be street legal, No more than 6 ply, NO truck tires or racing tires. No large lug, mud and snow tires or knobbies. All tires must bear DOT insignia and number. No recaps! All rims on car must be same size but can be different off sets. Oversized studs are commended. 1" lug nuts required.

RADIATOR -

Only one (1) radiator mounted in stock position. A simple 1-3/4" O.D. hoop may be built in front of the radiator for protection, not to extend above radiator or beyond the bumper. Must mount to frame with



only 2 attachments. May replace stock radiator support with aftermarket steel, no more than 1" square hollow tubing may be used, must not be over built. Subject to inspector's approval.

BATTERY -

Battery must be moved inside the driver's compartment; however it must be securely fastened (bolted) in place and must be in a boat type plastic boxes. Only one battery allowed. Use 3/8 bolts to hold battery in with larger fender washers on under side of car.

TRANSMISSION & REAR END -

Transmission may be standard or automatic, but must be stock. No hollow converters or non-stock set ups. Flex plate must be steel. Transmission cooler may not be mounted in drivers area, must be on the other side of the firewall. Rear ends must be stock. GM to GM, Mopar to Mopar etc. Locking rear end is optional.

SUSPENSION & STEERING-

All suspension components must remain stock. No cutting, welding or modifying of components is allowed. Must be in stock location. Stock tie rods, sleeves, ball joints, bushings, idler arm, pitman arm, center link, must be stock. No heim joints or steel bushings. No jack bolts or adjustable spacers allowed. Sway bar if used must have stock type link, no all-thread and both sides must be equal length. Cars must have a minimum of 6" ground clearance from lowest part of frame rail. Ground clearance will be checked. May replace stock steering shaft with aftermarket. No steering quickeners, removable steering wheel ok. No racing springs are allowed. Shocks must be stock and be mounted in the stock locations.

BRAKES -

Brakes must be stock. Must be standard equipment for year, make and model. All must work.

BUMPERS -

NO reinforcement of bumpers is allowed, however they must be chained or cabled to avoid loss on the race track. Bumper chains/cables must be ¼" diameter minimum. Bumper ends shall be capped to the body to prevent hooking bumpers with another car. Bumpers and front ends that are reinforced creating a "TANK" will not be allowed. Driver will have the chance to modify or will not be able to race. This will be enforced by tech. No trailer hitches.

ROLL CAGE--

Main cage must consist of continuous hoops, minimum 1.75 inch O.D. tubing, with wall thickness of at least 0.095 inch, *low carbon or mild steel recommended*. Four-post roll cage required, front down bars and rear hoop must be welded to OEM frame. Driver's head must not protrude outside cage with helmet on. Rear hoop must have "X" brace, consisting of one full horizontal and one full diagonal bar, minimum 1.25 inch O.D. with 0.083 inch wall thickness. Front down bars must be tied together. Must be minimum 40 inches between front and rear down bars at top of door panel. Maximum 41 inches from top center of windshield to front edge of rear hoop; maximum 13 inches to front edge of top halo. Top



halo must be minimum 40 inches across, outside to outside. Rear hoop may be maximum 12 inches in from bottom of opera window. Minimum one cross bar in top halo. Rear kickers (down bars) required and can not extend rearward past the center of the rear axle and shall be minimum 1.25 inch O.D. tubing with 0.083 inch wall thickness. Fuel cell protection required, must be mounted frame rail to frame rail, no higher than fuel cell, inside trunk area with maximum 1.75 inch O.D. tubing. All bars must be inside body.

DOOR BARS: All door bars and uprights must be minimum 1.75 inch O.D. with 0.095 inch wall thickness. Minimum three door bars, both sides, parallel to ground, and perpendicular to driver. Minimum four uprights tied from frame to top door bar on driver side, and minimum three uprights on passenger side. Steel door plates, 18 gauge or 0.049 inch minimum thickness, must be securely welded to outside of door bars on driver and passenger side. Plate must cover area from top door bar to rocker panel and from rear down post to five inches in front of seat. Must be visible for inspection.

Unibodies must have a minimum 6" x 6" x 1/4" plate on top and bottom of floor with a minimum of four (4) 1/2" bolts. May use larger plates or beams as long as frame rails are not tied together.

GAS TANK & FUEL -

Stock gas tanks must be removed. Racing Fuel Cell to be mounted in the trunk with a coiled vent running out the floor of car with a rollover valve attached. A metal firewall must be installed between the trunk and passenger compartment. The fuel cell can hold no more than 22 gallons and must have a flapper valve installed on the filler. May not mount fuel cell lower than the floor of the body. Fuel cells must be securely strapped and secured to frame or body with 2" by 1/8" strap and bolted in with 3/8" bolts and fender washers. Sheet metal must be added to the trunk area to complete fire pan between cell & passenger area/ground. Gasoline powered cars only. NO fuel additives may be used. Fuel line, if run through drivers compartment must be secured inside of conduit or similar type pipe. Fuel shut off recommended.

IDENTIFICATIONS -

Car numbers must be on both sides and top of car in a CONTRASTING COLOR. Numbers are to be 18" high and 12" wide. For proper scoring numbers must be easily read from grandstands. Numbers must be CLEAN & BOLD. Driver's name is to appear on top, over door in 3" high letters. Car numbers must be registered with track prior to race (\$10 fee). There will not be any duplicate numbers. Numbers start at 00 thru 99.

SAFETY BELTS, SEAT, HELMETS & DRIVERS SUIT-

Must have racing seat/seats mounted to the cage. Must have 5 point racing harness per seat attached to the cage. Helmets are mandatory. NO half helmets. NO motorcycle helmets. ("M" Series helmets are NOT roll bar tested.) Snell (SA) 2000 or newer is required. NO EXCEPTIONS. Fire retardant racing suit is required. Fire retardant gloves required. Fire retardant neck brace required. Leather work shoes required. Passenger seat must follow same rules as driver's seat and must have minimum of 3 door bars on the passenger side of the roll bar.



BALLAST-

No ballast allowed. Water tanks must be 25 gallons or less mounted in same manner as fuel cell. Extra metal added to increase weight percentages is not be allowed. Roll bars that are filled with any substance to increase rear weight will be disqualified.

