

A) Enduro Division

Any tolerances determined by tech man and management decision will be FINAL.

1) Car – Enduro

- a) Any American made 2 or 4 door car.
- b) Wheelbase must remain factory for car being used
- c) All doors must be welded shut.
- d) All glass and materials that would burn **MUST BE REMOVED**.
- e) Racing seat required. Seat must be bolted with a minimum of 6 3/8” bolts to bars that are welded to roll cage.
- f) Must have five (5) point quick release racing type seat belt and shoulder harness three (3) inches wide. Must be bolted to roll cage with minimum 3/8” bolt.
- g) Four (4) point roll cage required and must be welded to frame rails and all connections must be fully welded. All cages must be a minimum diameter of 1 1/2 inch and minimum 0.90 wall thickness. A minimum of 3 horizontal bars is required in the driver’s door and a minimum of 2 inches in the passenger door. Roll bar installation and workmanship must be approved.
- h) Stock unaltered floor pan and firewall must be retained. Hulling permitted. Dashboard may be replaced with sheet metal. All holes in floorboard and firewalls must be covered with sheet metal. May replace rusted floor pan with sheet steel or aluminum behind seat and trunk floor.
- i) Must have stock type bumpers. Aluminum OK if fitted to car properly. No bump bars of any kind. May have radiator protection bar, cannot extend past front bumper. May have bar to protect fuel cell.
- j) Must have 3 windshield bars in front of the driver.
- k) Tow hook on front mandatory.
- l) Battery must be located under hood or in trunk. If battery is mounted in cockpit, must be in sealed box.
- m) Racing steering wheel with quick release permitted. Steering Quickeners allowed.
- n) Approved fire extinguisher with gauge required and must be securely installed in reach of driver.
- o) Boxing around driver OK, must have 12-inch inspection panel.
- p) Decking – Rear decking ok.

2) Engine – Enduro

- a) Engine must be strictly stock for that make and model. 0- Deck Height. 350 OK in all GM cars, metric included. Engine allowed 0.060 for bore plus 0.010 wear. Pistons must be 4 eyebrow flat top pistons. Electric fuel pump OK. Must be wired to ignition switch. The following engines will not be allowed: superchargers, turbos, double overhead cam, LT1, LS, tuned port or HO’s. All ignition parts must be stock. No high performance parts. Solid engine mounts in stock location. Factory stock appearing rod Scat or Eagle stock replacement I beam rod allowed. Pressed pins or floating pins allowed. Crank stock or Eagle crankshaft Part # 103503480. Stock replacement pistons 4 eyebrow. Weight of piston is 1250 grams (piston rod, pins, rings, caps, and bolts) Crank 48 lbs.
- b) Heads: Stock Heads or EQ CH 350I 72cc min. Minimum 4.900 length valves. Max 1.94 intake and 1.50 exhaust. Any steel retainers. Valve spring maximum diameter 1.260. May have three (3) angle valve job. NO bowl cutting of any kind. May pin stock rocker studs, or optional 3/8ths screw in studs. Stock 1.5 ratio rocker arms only. No beehive valve springs. Poly locks no guide plates. NO angle plug heads. NO 191 or 193 Chevy heads. Engine Quest EQCH350I or equivalent is allowed. If you use another head, it is your responsibility to produce specs proving your head is exactly the same as the EQ head. NO 185cc intake runners. No closed chamber or double humps.
- c) Exhaust Headers and Manifolds– Cast iron stock manifold or Schoenfeld part # 185m 1 5/8” tube header with 3” collector. OEM Stock cast iron. Must have 24 exhaust pipe (both sides). Center dump OK.
- d) Cam and Lifters: Intake lift 420, exhaust lift 420. Stock replacement hydraulic lifters only, no anti pump-ups. Must have wire ring clip. Valve adjustment must be preloaded. Stock length push rods only.
- a) Carburetor: The **REQUIRED** carburetor is six hundred (600) C.F.M. or five hundred (500) C.F.M. two (2) barrel, Holley carburetor; Part number 01850, 04412, or 80457. The choke horn and list number must remain intact. Removal of the choke butterfly and choke assembly is permitted. No polishing or other modifications except changing jets will be permitted. Carburetor spacer one-piece adaptor Mr. Gasket type 0.750in. Rear jet plates with center hung floated bowls permitted. Dual lines are ok. Quadra jet must be OEM factory stock except for the

following options: Removal of choke plates, shaft, and choke mechanism. Side load or front load OK. Carburetor must pass Waycross Motor Speedway No Go Gauges.

- b) OR Crate Engine Carburetor Option #2: Holley 80541HP 650 CFM.NO CARBURETOR SPACER/ADAPTER ALLOWED. Carburetor must bolt directly to the intake. Maximum gasket thickness .125". No billet parts. Must maintain Holley specifications. No alterations. Must pass track go-no-go gauges. Not allowed on built engines
  - (i) \$500 claimer on 600cfm vacuum secondary carburetor.
  - (ii) **\$1,000 Claim on crate engine 650cfm double pumper carburetor.**
  - (iii) Intake: Stock unaltered cast iron or aluminum manifolds, no grinding, cutting, or gasket matching.no Bowties. Edelbrock 2701 Intake allowed. A spacer and/or adapter are allowed. The height of the combination not to exceed gasket thickness 1.125 thousandths for both gaskets, from top of the intake manifold to the bottom of the carburetor.
- c) Timing: No gear drive. No hex adjust. No degree bushing. May degree camshafts with bottom timing gear.
- d) 602 Crate engine allowed. Must have factory or certified seals. 600 CFM carburetor. Must follow built engine rules for carb. A spacer and/or adapter are allowed. The height of the combination not to exceed gasket thickness 1.125 thousandths for both gaskets, from top of the intake manifold to the bottom of the carburetor.
- 3) Drive Train and Suspension – Enduro
  - a) Transmission: Transmission must be stock. Standard or automatic. Stock clutch and stock working torque converter. No dump valves. Aftermarket hydraulic clutch pedal and release bearing OK. Steel safety bell housing when using standard transmission. Forward and reverse must work. Flywheel must be 16lbs Spring type clutch disk plate. No direct drive transmission. No racing type transmission.
  - b) Rear-End: Stock rear-end for make of car only. Rear end stock like what came in car. Lock rear-ends OK. Floater Ford 9-inch allowed. Stock style rear end- No quick change.
  - c) Shocks and Springs: Stock mounted. Stock appearing racing shocks located in stock location. No heim joint shocks with adapters. \$100.00 claimer per Shock and must buy all 4 shocks. Stock type suspension for make, model and year of car. No jack bolts allowed. All parts have to bolt to factory brackets. Heavy duty or racing springs allowed. Modification (heating/cutting) OK. Lowering blocks allowed.
  - d) Adjustable shackles allowed.
  - e) Any length spring ok.
  - f) No spring bucket in rear
  - g) Adjustable cups allowed.
  - h) Aftermarket tubular upper A frames within stock specifications
  - i) **\*\*\*Optional\*\*\*** Front sway bars must be mounted with stock bolts and bushings (rubber)
  - j) Rear trailing arms must be stock length top and bottom.
  - k) No mono ball
  - l) Lower control arms and spindles must be stock for makes and model. Upper control arms can be tubular aftermarket (any length). Trailing arms may be aftermarket but must be stock length (no monoballs). All trailing arms and control arm mounts must be in factory stock location, no moving or twisting of mounts.
- 4) Brakes – Enduro
  - a) Stock type master cylinder, booster optional. Or dual master cylinder ok. No brake adjusters. 4-wheel disc brakes OK.
  - b) No aluminum hats/rotors, all 4 brakes must work.
  - c) Stock Brake pedal assembly.
- 5) Fuel – Enduro
  - a) Fuel tank may be moved inside of trunk. Tanks must be securely mounted.
  - b) Fuel cell required. Fuel cell must be no lower than center of the rear-end housing.
- 6) Weight - Enduro
  - a) The required weight is a minimum of thirty-three hundred (3300) pounds including the driver on the track scales AFTER the race.
- 7) Claimer Rule - Enduro
  - a) No driver can make more than 2 claims in 1 season.

- b) Must finish in top 5 to make any claims.
- c) Refusal to sale driver will be disqualified for that race
- d) All claims must be in writing and you will have 10 minutes after checkered flag to make claims
  - (i) \$100.00 Claim on Intake
  - (ii) \$500.00 Claim on Carburetor
  - (iii) \$100.00 Claim per shock and must buy all 4 shocks. \$400.00 Total.
- 8) Tires and Wheels
  - a) Tires: Maximum width
  - b) 8" D.O.T. tires
  - c) H500 Hoosier
  - d) American Racer AR500
  - e) American Racer Stocker Hard
  - f) Wheels: Steel wheels' maximum 8" wide. No aluminum wheels. Must have 1" lug nuts with correct length studs on all 4 wheels. Bead locks allowed.
  - g) No Treating.
  
- h) VP Fuel MR9 or MR12 or their equivalent will NOT be permitted in any class competing at Waycross Motor Speedway. This rule change goes into effect immediately.

THE ABSENCE OF A SPECIFIC RULE DOES NOT IMPLY APPROVAL, CONSENT OR PERMISSION REGARDING THAT SUBJECT. ANY QUESTIONS OR DOUBTS REGARDING SUCH MATTERS SHOULD BE DIRECTED TO Waycross Motor Speedway TECHNICAL OFFICIALS FOR CLARIFICATION. TECHNICAL OFFICIALS RESERVE THE RIGHT TO ADD WEIGHT FOR ANY INFRACTION. TRACK MAY CHANGE RULES AT ANY TIME.