

2023 Golden Isles Speedway

Enduro/Pure Stock

Any tolerances/infractions determined by technical staff and management will be FINAL.

Any car visiting from another track will be given one (1) courtesy race to run with weight penalties in order to try out GIS. After this one (1) trial race, should the car return, it MUST be by GIS rules. Driver must speak with the technical staff before the race to access weight penalties or car will be disqualified.

1) Car – Enduro/Pure Stock

- 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 4 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 and must be bolted to the roll cage with minimum 7/16" bolts.
- 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" and minimum 0.90 wall thickness. A minimum of 3 horizontal bars are required in the driver's door and a minimum of 2 in the passenger door. Roll bar installation and workmanship must be approved.
- h) Stock unaltered floor pan and firewall must be retained to rear of driver's seat. 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.
- 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. Bumpers may not have any sharp edges/ends.
- j) Must have minimum 3 windshield bars in front of 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 within reach of driver.
- o) Boxing around driver OK, must have 12" inspection panel. May deck behind driver.

p) 6"x 60" spoiler.

q) Rear deck/trunk must fall from rear sail panel to rear truck lid. No flat decks.

r) Body may be steel or .040 aluminum. Must be stock appearing, no sloped noses.

2) Engine

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.

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 type. No MSD box style ignition systems. No traction control, No rev limiters.

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.

Stock crankshaft or Eagle Part # 103503480, 48lbs. minimum.

Stock replacement 4 eyebrow pistons.

Minimum weight of piston & rod is 1,250 grams (piston, rod, pins, rings, caps, and bolts)

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 OK. 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/exhaust must exit inside frame rails & parallel to the ground. No over the frame rail type headers. No tri-y's.

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: Holley six hundred (600) C.F.M. (part numbers 01850 or 80457) OR five hundred (500) C.F.M. two (2) barrel, (part number 04412). 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. 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 Golden Isles Speedway Go-No-Go Gauges.

b) Carburetor Spacer: A spacer or an adapter allowed. Maximum height not to exceed 1.125", from top of the intake manifold to the bottom of the carburetor.

a) Intake: Stock unaltered cast iron or aluminum manifolds, no grinding, cutting, or gasket matching. No Bowtie Intakes. Edelbrock 2701 Intake allowed.

c) Timing: No gear drives. No hex adjust. No degree bushing. May degree camshafts with bottom timing gear.

d) 602 Crate engine allowed. Must have factory or certified seals.

e) A carburetor spacer or an adapter allowed. Maximum height not to exceed 1.125", from top of the intake manifold to the bottom of the carburetor. Must follow built engine rules for carburetor IF using a carburetor spacer.

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.

3) Drive Train and Suspension

a) Transmission: Transmission must be stock. Standard or Automatic allowed. All forward and reverse gears must remain in transmission & must be operable. Stock type clutch. Stock diameter, functional torque converter. No dump valves, direct driven, or T-10's transmissions allowed. Aftermarket hydraulic clutch pedal and release bearing OK. Must use steel safety bell housing when using standard transmission. 10 ¼" Flywheel ok. Stock type clutch disk. Flywheel & Clutch assembly minimum weight, 30lbs.

b) Rear-End: Stock or 9" floater allowed. Locked rear-ends OK. Stock style rear end. Lower control arm mounts on rear-end housing, maximum of 2 ¾" with ½" of tolerance from bottom of axle tube to center of mounting bolt. Upper control arm mounts, maximum of 7 ¾" from center of rear-end to center of mounting bolt. Left and right must be the same.

c) Shocks: Stock style, steel shocks. Stud & T-bar mount only. No heim end shocks. Shocks must mount through factory mounting holes. Bottom of front shocks may be spaced down a maximum of ¾" from lower control arm. May use shock extensions on left rear only. Shock mounts on rear-end must be equal. No bump stops, bump springs, ect.

d) Springs: Steel racing type springs allowed. 5" minimum OD. Any height spring. Springs must remain in stock location. No jack bolts allowed. **May use adjustable/non-adjustable spring cups, front and/or rear. May use spring rubbers.**

e) Any height lowering blocks & adjustable leaf spring shackles ok.

f) Aftermarket tubular upper A frames allowed. Upper a-frames must remain within 1" of one another. (Example, 8" RF, 9" LF).

g) Lower A-frames must remain stock & match chassis. Any lower control arm bushing. Press in ball joints only.

- h) Spindles must remain stock & must match chassis. No reaming of spindles.
- i) Any ball joint maybe used but must fit in factory A-frame & spindle with no modifications.
- j) If front sway bar is used, must be mounted with stock type bolts and rubber bushings.
- k) Rear trailing arms must be stock length top and bottom. Trailing arms maybe boxed for strength. Stock length aftermarket trailing arms ok. No mono-ball control arm bushings allowed.
- l) No suspension limiting devises allowed on car. (Example chains, straps, cables, etc.)

4) Brakes

- a) Stock type master cylinder or dual master cylinders allowed. No brake bias adjusters within reach of driver. 4-wheel, all steel, stock type disc brakes. All 4 brakes must be operational.

5) Fuel & Fuel System

- a) Fuel cell required & must be in 18-gauge steel can. Rollover valve required. Must be securely mounted with at least two 2" by 1/8" steel straps over top and bottom of fuel cell. May run pump gas or racing gas. No E85. No Alcohol. No electric fuel pumps.

6) Weight

- 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

- a) No driver can make more than 2 claims in 1 season. Must finish in top 5 to make any claims. Refusal to sell, driver will be disqualified for that race. All claims must be in writing and must be made within 10 minutes after checkered flag.

(i) \$100.00 Claim on Intake

(ii) \$500.00 Claim on 600cfm vacuum secondary carburetor.

(ii2) **\$1,000 Claim on crate engine 650cfm double pumper carburetor.**

(iii) \$100.00 Claim per shock and must buy all 4 shocks. \$400.00 Total.

8) Tires and Wheels

- a) Tires: Maximum width 8" D.O.T. tires or H500 Hoosier. Grooving, siping, needling, & grinding allowed.
- b) Wheels: 8" wide maximum steel wheels. No aluminum wheels. Must have 1" lug nuts with correct length studs on all 4 wheels. Bead locks allowed.
- c) No chemically altering of tires.

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 GOLDEN ISLES SPEEDWAY TECHNICAL OFFICIALS FOR CLARIFICATION. TECHNICAL OFFICALS RESERVE THE RIGHT TO ADD WEIGHT FOR ANY INFRACTION. TRACK MAY CHANGE RULES AT ANY TIME.