I-76 SPEEDWAY

ENDURO RULES

ENDURO HIGHLIGHT—Welcome drivers to the fun and excitement of Enduro Racing. Here is what an Enduro is all about. SPEED does NOT necessarily count in an Enduro. The secret is the combined ability of a driver and his car to last for 100 laps or one hour, on the race track without a major mishap. This is NOT a Demolition Derby. The first cars will be the winner, or the car that travels the most amount of laps in one hours can also be the winner.

This is an event for the basic “STOCK CAR.” Only minor modifications or alterations will be allowed. The race will start with two or three cars abreast in each row from a rolling start, and continue for 100 laps or one hour, with-out any yellow flags (unless deemed necessary by officials for safety reasons). Cars that are stalled on the track due to breakdowns or accidents may be left there as obstacles, and all other cars should avoid them while continuing to race. The driver must **never** get out of his car while it is on or near the racing surface. Violators will be disqualified and ejected from the race immediatelymay the driver get out and observe the race from the safety of the infield. Once again, this is an endurance race event, NOT A DEMOLITION DERBY! The best strategy is to pace yourself and stay out of trouble, don’t crash into anyone and try not to let anyone crash into you. Start with a good set of tires and avoid running over anything that will cut them.

The RED flag will be displayed only in case of an emergency, and all cars MUST STOP IMMEDIATELY and hold their position. The race will restart with all cars in the position they were in at the Red flag. If your car catches fire in the engine compartment, go to the infield and get out of it immediately. The fire crews will extinguish the fire quickly. No cars will be allowed out of the pits during a RED flag. Cars that have flat tires or need servicing, may go to the pits on the GREEN flag. If you enter the pits on a RED flag, you will be held at the pit entrance for

one minute once the green flag flies again. Re-entry to the track will be allowed as the ramp officials indicate. Driver changes will be allowed only when the car is in the pits. Cars entering the pits must slow down and proceed in an orderly fashion with safety in mind. There is a $25 fine and/or a five lap penalty for speeding in the pits. Any car that cuts through the infield will be BLACK flagged and/or assessed a five lap penalty. Rupture of gas tank and/or fuel spillage will require immediate BLACK flag. Any loss of wheel or tire requires your leaving the race track immediately, either to the pits for repairs or park in the infield. Officials will assess lap penalties or disqualify cars that are in violation of procedures, specifications or safety, and their decisions shall be final.

ENTRY INSTRUCTIONS: All minors under age 18 must have a parent's signed, notarized release and permission to participate in the Enduro or to enter the pit area. PRE-ENTRY FEE for your Enduro car is $25 payable by cash, check or money order, sent to the speedway office for that race event date, or $40 if you register at the track on the day of the event.

1) PRE ENTRIES must be received no later than two business days before the event (Sunday event—Thursday registrations due date).

2) CAR NUMBERS: The numbers must be clearly displayed on each side of the car and roof with at least 20" numbers. A minimum of 6" numbers will be displayed on the rear of your car visible to the driver behind you to ease line-up procedure. You may not use letters or punctuation in your number. NO FOUR DIGIT NUMBERS PLEASE

CAR AND BODY SPECIFICATIONS:

1) Any 1955 or newer American made passenger car or station wagon having a factory spec wheelbase of 108 inches or longer may be used. NO Cameros, Mustangs, compacts, convertibles, trucks, El Caminos, Rancheros or 4-WHD vehicles allowed 2) Steel bars of 5/16" or heavier material spaced approximately 4" apart must be installed in the windshield opening for protection. 3) Roll cages with drivers side protection recommended, however, no bracing for ward
through the firewalls is allowed. 4) SAFETY EQUIPMENT: Five-point race harness in good condition for driver and passenger. A race seat constructed of aluminum, metal or fiberglass. NO plastic seats. Helmets with a minimum of a Snell 85 rating (Snell 85, 90,95). Fire suits are highly recommended, but not required. If you do not wear a firesuit, a long sleeved shirt or jacket and long pants are required. NO shorts, sandals are short-sleeved shirts are allowed.

Cars must have a fire extinguisher. Additional safety equipment is encouraged, i.e., window nets, neck braces, and gloves. .
ALL cars carrying passengers
will have to abide by the following safety precautions: Door bars required on passenger side, as well as driver's side. Race seat of same specifications for drivers is required for passengers. Window net on passenger side is
mandatory
. Passengers must abide by the same dress codes and safety codes of drivers. NO EXCEPTIONS. 5) No front loops, or X-bracing to alter the geometry of the car is allowed. NO nerf irons or outside bars. You may reinforce rear bumper. 1" O.D. pipe or square tubing may be used to mount radiator - not for protection. 6) A four-point roll cage with a minimum of four door bars to protect the driver. The same is required on passenger side for cars electing to carry a passenger. No bars will extend through front of firewalls. Front bars cannot be visible in engine compartment. Race seats should be mounted at least 8" from the door bars. All door bars and roll cage bars surrounding driver and passenger should be padded.
**No unnecessary cutting or gutting of the body is allowed.**
**No gutting of hood or trunk.**
Doors may be cut to allow for door bar clearance only. Front and rear fenders may be cut to allow for tire clearance.

ENDURE RULES CONTINUED

Front inner fenders may be removed. All sharp edges must be rounded. No sharp bumper ends or body parts will be allowed that may cut other competitors' tires. All doors must be welded, bolted or chained shut. Hood and deck lids securely fastened. Hood and trunk hinges may be removed if the hood or deck lid is securely fastened on all four corners. An open hood or door will result in an immediate Black Flag. The rest of the body must be intact and stock appearing. All holes and openings in front and rear of firewalls MUST be covered using steel or aluminum. They may be screwed, bolted, welded or riveted to the car. 5/16" minimum bars spaced 4" or less, vertically across windshield opening are required. All glass, headlights, taillights, and side chrome must be removed. Front and rear bumpers may be welded or chained to the car. No reinforcing of front bumpers is allowed. **NO MIRRORS ALLOWED**. **NO RADIO COMMUNICATIONS WITH ANYONE IS ALLOWED.**
7)
No front bumper reinforcing
. Stock brackets may be welded to frame for safety only. 8) No gutting of car bodies allowed. Full front and rear firewalls must be in place. NO BALLAST ALLOWED. 9) One gas tank only. If a fuel cell is used it must be mounted in the trunk without cutting out floor panels. 10) Batteries may be placed inside of the car on passenger side floorboard if properly fastened and
covered
for safety. (Marine or RV heavy-duty plastic boxes recommended.)
**NO BATTERIES IN THE TRUNK.**

11) Family-to-Family parts may be transferred from one make to another as long as they are manufactured by the same company. GM to GM, Ford to Ford, Chrysler to Chrysler. For example, you may put a Chevy engine in a Buick body, since GM makes them both.

SUSPENSION: No modifying of the suspension is allowed. THIS MEANS NONE! All suspension parts must remain absolutely stock for make, model and year of car. No spacers, lumber, chains, racing or dual shocks allowed. Original sway bars must have stock hook-up, the one exception is coil springs as long as they are stock appearing.

TIRES AND WHEELS: Tires will not exceed 8-1/2 inches of tread width; wheels will not exceed 8 inch wheel width. Tires must be stock passenger tires only. NO studded snow tires. NO racing tires or racing recaps allowed. Wheels must be steel and may be of heavy-duty type, reinforced or plated centers, heavy-duty large lug nuts or washers are recommended to prevent loss or breakage.

TRANSMISSIONS AND REAR ENDS: NO MANUAL TRANSMISSIONS. Any family-to-family stock automatic and stock torque converters. Factory posi-track okay. You may lock your rear-end. No coil over or helper springs allowed. You may run lowering blocks on rear leaf springs as long as they are same size on both sides.

ENGINE: Must be strictly stock. NO high performance parts allowed. Must be family-to-family consisting of stock components. Engines must remain in stock position. No more than a single stock 4- barrel carburetor. No double pump Holleys. No fuel injection. No carb spacers. Intake manifold must be stock only. No aftermarket. No porting or polishing. Heads must be stock cast iron heads. No porting, polishing or special machine work allowed. Flat top or dish pistons only. Hydraulic cam shafts only. Max lift in all makes .410. No roller rockers, roller lifters,screw in studs allowed. May run adjustable rocker nuts. Valve springs, rockers and retainers must be stock. NO modifications. Exhaust manifolds must be cast iron stock only. Boring is allowed but engine cannot be stroked.
**Oil pans must be stock.**
No electric fuel pumps. No turbo chargers or super chargers allowed. Chrome or aluminum valve covers, and air cleaners are allowed. Ignition systems must be stock. No magnetos, dual point distributors or aftermarket components. 400 cu. in. Chevy motors must run heads that came with 400 motor. No headers. Radiators must be in stock position, and may be aluminum aftermarket. Can run aluminum pulleys.

INSPECTION: A mandatory safety inspection will be conducted at the  track. Top five cars of each event must pass visual inspections. For $250 the winner is subject to being torn down and inspected by removal of carburetor, valve cover, intake and exhaust manifolds and heads. Second through fifth place cars are subject to visual inspection by removal of valve cover. Failure to comply with inspections will result in disqualifications, forfeiture of prize money and/or points, as well as a one-race suspension.

POINTS: Points will be awarded one point for each lap completed. Points are awarded to the driver.

SCORERS: Each driver/car must provide their own scorer. NO protest on scoring.

This event will be delayed or postponed only in the event of severe and unsafe weather conditions, otherwise, we run rain or shine