

## **2020 ENDURO**

### **Rules**

#### **APPROVED MODELS**

- Any four-cylinder, or six -cylinder car with a complete stock body, frame and suspension. Cars must be front wheel drive, with a standard or an automatic transmission, and solid or independent rear suspension. No trucks or vans allowed.

#### **SAFETY RULES**

- Seat belts must be worn whenever car is on the racetrack. Belts must be in good condition and not less than 1-1/2 inches wide. A lap belt and shoulder belt is required.
- A four point harness is strongly recommended
- Belts must be bolted to the original seat belt mounts. All belts must have seat belt mounts and fasteners. No tying, riveting, or any other method other than proper attachment is acceptable. Drivers are responsible to insure all safety equipment is in good condition and securely installed.
- SFI rated driver's side window net, with top mounted quick release is mandatory. The net is secured at the bottom of the window by sliding the net onto the rod and welding tabs to your door. The seatbelt latch release mechanism top mounted is easily accessible by driver and pit / emergency crew.
- DOT approved or better helmets must be worn whenever car is on racetrack. Full- faced helmets are mandatory in this division. Helmets must be free of cracks and must accompany car at time of inspection.
- A securely mounted, easily removed (quick release) fire extinguisher is required, within easy reach of the driver. NO duct taped or bungee corded mounts allowed.
- Extinguisher must have a recharge slip dated no earlier than January first of the current year, or an unbroken seal.
- Long sleeve, cotton or denim pants and shirts are mandatory whenever car is on racetrack. Driver's suits or one-piece cotton coveralls with long sleeves are recommended.
- Gloves and Neck Collar are Mandatory in this class

#### **DOOR PROTECTION**

- A driver's side doorplate is required. It will be a minimum of 1/8" steel plate (at least

16" wide) if contoured (rolled, not cut or re-welded) with body, installed on the outside of the driver's door. Non contoured plate must be minimum 3/16" thick.

The center of the plate must follow an imaginary line drawn from the top edge of the front door and rear bumpers. It must extend ahead and behind the door and be bolted through the doorframes ("A" and "B" pillars) with a minimum of four carriage bolts of 3/8" size or larger with the heads exposed on the outside of the car. Bottom of plate should be as close to rocker panel as possible. Plate should follow the contour of the body. **Flat plate only.** No Floor/Ceiling Joists, angle bar, rebar, and guard rails, etc.

#### **MINIMUM ROLL BAR REQUIREMENTS:**

- Must consist of a single "H" type roll bar (tubing minimum = 1 ½ inches in diameter and .095 thickness maximum 2" diameter) directly behind the driver. This roll bar consists of two upright pipes, one behind the driver and one behind the passenger seat. As well as two cross bars. One cross pipe must be welded from side to side (between the uprights) at shoulder level with the driver in position. Seat should be securely attached to this roll bar (cross pipe) to prevent forward and backward pitching. Cross pipe must extend to metal inner panel ("B" pillar) of the car and must be bolted (Carriage heads on the outside through a plate welded to the cross pipe on the inside or directly through the "B" pillar of the car and the roll bar) or welded to the "B" pillar. The second cross bar will run between the two uprights within two inches of the hump. Cross pipe must extend to metal inner panel ("B" pillar) of the car and must be bolted (Carriage heads on the outside through a plate welded to the cross pipe on the inside or directly through the "B" pillar of the car and the roll bar) or welded to the "B" pillar.
- Each upright post must have a plate welded on each end (top and bottom). The plate must be a minimum of 8" square and a minimum 1/8 " thick". NO brake rotors or any other substitute permitted. **FLAT STEEL PLATE ONLY.** The roof must be "sandwich plated" (one plate inside and one plate outside) and fastened together with a minimum of 4 bolts. The floor can be "sandwich plated" or securely welded to the car.

#### **ROLL BAR (RECOMMENDED)**

- Roll bar will consist of a single hoop (tubing minimum = 1 ½ inches in diameter and .095 thickness maximum 2" diameter) directly behind the driver running from one side of the car to the other, welded to the inner rocker panels on both sides. A one- foot square steel plate, minimum 1/8" thick, may be welded to the cross pipe (roof bar) and four carriage bolts should bolt the roll

bar to the roof of the car or two carriage bolts straight through the roll bar and roof of the car. As well as two cross bars. One cross pipe must be welded from side to side (between the uprights) at shoulder level with the driver in position. Seat should be securely attached to this roll bar (cross pipe) to prevent forward and

backward pitching. Cross pipe must extend to metal inner panel ("B" pillar) of the car and must be bolted (Carriage heads on the outside through a plate welded to the cross pipe on the inside or directly through the "B" pillar of the car and the roll bar) or welded to the "B" pillar. The second cross bar will run between the two uprights within two inches of the hump. Cross pipe must extend to metal inner panel ("B" pillar) of the car and must be bolted (Carriage heads on the outside through a plate welded to the cross pipe on the inside or directly through the "B" pillar of the car and the roll bar) or welded to the "B" pillar.

*Optional – One forward brace (straight or rolled) may come off both uprights (maximum 18" from the floor to the top of the bar) and be welded to the rocker panel not more than one foot ahead of the rear edge of the door. An "X" brace is also recommended but must be fastened to the upright pipes only.*

\*\*\*Recommended option-A four-point roll cage made of seamless 1.66" diameter .095 wall thickness roll bars is *optional*. The roll cage shall consist of 4 (four) vertical upright bars connected at the top on all sides. A shoulder height crossbar must support the rear vertical uprights. 3 (three) horizontal bars are required on the left side door area and 2 (two) on the right side. (These are minimum numbers). Driver's side door bar openings must be filled in with 1/8" steel plate. A bar at dash height across the front uprights is recommended. Bars may be mounted to the rear edge of the top halo and extend to the rear strut towers. 1/8<sup>th</sup> steel plates or other approved method must be used to mount to the cage to the body. Roll cage must run the full width of the frame, rocker panel to rocker panel. Cars with this roll cage are not required to use the exterior doorplate. Driver's door only inner panel may be cut out to fit roll cage door bars.

**Any car not meeting any safety criteria at anytime will NOT be allowed on the racetrack. CAR RULES**

## **BODY**

**CARS MUST NOT BE EXCESSIVLY RUSTED AND MUST BE PRESENTABLE IN APPEARANCE.** The tech staff will reject cars that are considered unsafe or improperly prepared.

- Headlights, taillights, side markers, etc must be removed.
- All doors' must be welded and/or bolted shut. Driver's side

doorplate mandatory

- Inner metal panels must remain. Plastic/fabric door panels may be removed.
- Only the stock glass windshield is permitted. Window openings may not be altered in any way. All other glass must be removed. (**REMOVED MEANS TAKEN OUT, NOT SMASHED OUT OR IN**).
- All cars must begin each race with a complete body (hood, doors, fenders,

trunk, etc.)

unless approved by TECH

- **Stock front and rear bumpers must remain.** Any possible changes from original stock design must be approved by TECH or you don't race.
- Full stock hood, bracing, and hinges must remain. The latch must be removed and hood pins added (one on each corner). All insulation under hood must be removed. No scoops or air dams. The battery must be securely fastened in stock location, or if moved must have a corrosion resistant cover (i.e. marine case).
- Full stock trunk, bracing, and hinges must remain. Rear hatch must remain. It can be bolted shut but must be able to be unbolted if requested by officials to verify complete original remains except for latch and gas shocks. Gas shocks must be removed from hatch. Floor must remain. Repair of floor O.K. with stock thickness metal. Must follow original contour. A quick hold-down release for fast trunk entry must be devised, if deemed necessary by Tech officials.
- Sunroofs must have glass removed, and opening covered with stock thickness metal securely welded or pop riveted into position meeting Tech approval.
- One round mirror (6" diameter MAX) allowed. Must be mounted on left windshield post and kept within the body line. Stock windshield mirror in original location also allowed to be used with side mirror.

## **INTERIOR**

Stock dash(OR EQUIVELANT), gearshift, pedals and front seat must remain. Proper race seat is recommended and must be aluminum and securely mounted. Stock steering shaft and steering wheel must remain. Aftermarket oil pressure and heat gauges are allowed. Roof insulation, floor covering and bottom of rear seat must be removed. Seat must be securely fastened to cross bar to prevent back of seat from going forward or backward.

## **EXHAUST**

- A single stock sized exhaust pipe must be attached to the stock manifold and remain the same size until it exits. Must exit beyond driver's seat, and point away from fuel tank.

## **FLOOR**

- Stock floorboards must remain. All holes must be covered with stock thickness metal and follow original contour and welded or securely pop

riveted into position meeting tech approval.

## **GAS TANK**

- If original gas tank is ahead of the back of the rear wheels, it must remain and be used. If original tank is located behind rear wheels it must be removed, and a marine fuel tank or fuel cell (maximum 10 gallons) will be securely installed with metal straps/brackets in trunk, as close to the back of the back seat as possible, with filler inside trunk and a pcv valve on the vent tube of tank. Must have steel firewall between driver and tank.

## **DRIVE TRAIN**

- Engine, transmission (automatic or standard), and differential must remain stock. NO interchanging part.
- All steering components, shocks, struts, sway bars etc. must remain stock for vehicle. Wheelbase must remain the same on both sides. ZERO tolerance. Ride height will remain the same side-to-side, front to back. Camber must remain stock specs on all wheels. Stock four- wheel brakes must work on all 4 corners. Starting and charging systems must be operational. Alternators must remain and be operating. No unspecified alterations of any kind.
- Stock will be interpreted to mean regular sedan models, not sport, GT, Rally, or any other special edition or performance enhanced models.
- Cars considered by TECH officials to have altered components could be subject to rejection or disqualification based on the decision of officials.  
.Radiators must fit in stock radiator cradle. No antifreeze or other cooling additives allowed. Water only.

## **WEIGHT**

- NO added weight or ballast allowed unless specified by Tech.
- Removal of unspecified parts for the sole purpose to make the car lighter will be penalized.

### **TIRES AND WHEELS**

- 60, 65, 70, 75, or 80 series Radial tires only. Any metric size up to P215 in width and 15" diameter may be used. NO LT or anything other than P type allowed. Only one tire size difference allowed from side to side. Sizes must be readable. Tires such as Hoosiers and Blizzak tires are considered unusual and not permitted. Must use summer tires only, no winter tires or re-treads

permitted. .

- Stock Steel unmodified passenger wheels only. Wheels must be stock size (width, height, and off-set) for car. All four wheels must be the same. Maximum wheel width is 5". No chrome or chrome reverse wheels. Aftermarket nuts recommended on both front wheels.