



2024 Enduro Class Rules (Updated 4/29/24)

- The rules for the Enduro class are set in an effort to conform with other area tracks to allow CMS cars to run at other tracks during our off weekends and hopefully to have other track cars run at CMS from time to time.
- Adjustments to the rules may be necessary to insure that everything remains fair and competitive.
- This is not a modified class, cars must be stock unless otherwise noted.
- Any situation not specifically covered in these rules will be acted upon by the official or officials in charge at the time, whose decision will be final and binding on all participants. If necessary, rules may be updated, changed, deleted, or added to at the discretion of the officials.
- All rules are subject to interpretation by CMS Officials and all rulings are final.
- CMS Officials reserve the right to add weight penalties for minor infractions.
- **If you are disqualified two times within the season, you will have to move up to pure stock.**

A. WEIGHT:

1. Minimum weight of 3400 lbs. with driver after the race. Maximum Left Side is 56.0 percent.
2. Lead Inspection will be part of post-race tech moving forward. If a piece of lead is not properly painted white with car number in red or black marked on all sides the team will receive a \$500.00 fine on 1st offense with an automatic disqualification on the 2nd offense. Any lost weight will now result in a \$25.00 per pound fine to the team. (no pellets, tungsten or similar weight allowed)

B. VEHICLE:

1. Any American made 2 or 4 door car with factory stock wheelbase and must meet stock specifications for make/model with a 1" tolerance. **Any aluminum body panels must add 50 pounds of additional weight to the right front floorboard and must be removeable for tech.**
2. All equipment must be in original location and engine must be stock for make and model unless noted herein. GM corporate 350 engine is allowed in GM cars originally equipped with V8 engine.
3. For purposes of the stock requirement rule, factory stock means stock parts on regular production vehicles offered by the various manufacturers. Factory stock parts does not include special performance parts available from the manufacturer or certain performance parts available on vehicles such as Corvettes, Shelby Mustangs, Dodge Avengers, etc.
4. Must have stock, unaltered floor pans. No holes in firewall, floor pan or rear firewall. No excessive hulling in trunk. Must have stock inner rear wheel wells or suitable replacement. Subject to tech approval.
5. No excessive hulling of interior metal. May cut for tire clearance only. Dash may be replaced with sheet metal. May hull roof for roll cage clearance. Boxing of interior allowed but must have inspection panel.
6. Must have stock type bumpers. May run bars to front or rear to support frame. No bars protruding past bumpers.
7. May use aftermarket gages, tachometer, shifter linkages, etc.
8. Must have minimum 4" ground clearance under entire car.
9. Solid or rubber engine mounts are permitted but must be in stock location.

C. SUSPENSION:

1. All suspension components must remain factory stock for vehicle unless specified otherwise. No steering quickners.
2. No screw jacks or adjustable cups allowed.
3. Leaf spring cars may have adjustable shackles or lowering blocks.
4. May run heavy duty or racing springs but must be of stock width and remain in stock location. Cutting/heating of springs is allowed.
5. May run stock mount/stock replacement racing shocks in original location. No Heim/Rod end type shocks, adjustable shocks, or air shocks.
6. Stock control arm bushings only. No steel, polyurethane, etc.
7. No suspension parts may be cut and re-welded to change the dynamics of operation.
8. Metric cars may run spring spacers. May be adjustable but must be taped.

D. ENGINE:

1. No exotic or other high performance type carb (tech official interprets definition)
2. No clutch fans (safety) may run aftermarket steel fan. May run aftermarket pulleys, hoses and/or radiators.
3. Engine must be strictly stock unless herein noted. Gm 350 allowed in any GM car originally equipped with a V8. No 400 engines. No LT1, LS, HO, or fuel injected engines. No high performance engines/parts of any type unless otherwise noted herein...

D1. Crate Option; GM sealed 602 weight Minimum weight of 3400 lbs. with driver after the race. Maximum Left Side is 56.0 percent. Carburetor for 602 - Single line #1850 Holley, no modifications, may change jets.

D2. Built Option:

D2.1. HEADS:

1. Factory Replacement heads must have 73 cc minimum and no altering of any kind. OEM factory heads, World Product Head #4360, RHS head #12400, Engine Quest CH-350-1. Open chamber heads only. No casting #191 or #193 heads allowed. 70 cc minimum chamber. No angle milling will be permitted.
2. No aftermarket or vortec style valve retainers. May remove rotators.
3. Stock diameter valves and valve springs only. May use aftermarket springs and valves but springs must not exceed 100 pounds pressure and valves must be to factory stock specifications (length, size, and weight). Three angle valve jobs permitted. No more than a 1/2" bowl cutting maximum. No modification to combustion chamber. No race flow valves, hollow stem valves.
4. May drill and pin studs. Poly locks, screw in studs and guide plates will be permitted.

D2.2 CAM:

1. Maximum of .425 lift with stock replacement lifters only. Must have ring clip. Must have -0- valve lash. Stock push rods.
2. Double roller timing set allowed. Maximum of three keyways. No adjustable buttons.

D2.3 CRANKSHAFT / PISTONS:

1. Cast only with a minimum weight of 47 pounds or Eagle part #103503480 cast 1 or 2 piece rear seal.
2. Any factory stock engine rotating parts (crank, rods, pistons) or stock replacement parts allowed however this does not include hi - performance parts even if offered by factory.
3. May use Hypereutectic four eyebrow pistons Cast factory 5.7 pistons press on pistons only, no fly cutting, or racing rings. Ring size (5/64,5/64,3/16) only and must have all rings. All 4 eyebrows must be the same. Eagle or Scat stock replacement stock replacements will be permitted. Pistons must be in the hole a minimum of .020 (piston head to block deck). Maximum bore of .060.

D2.4 CARBURETOR / INTAKE MANIFOLD:

1. Must be stock for make and model of car. No fuel injection. Stock cast iron intake, Factory Holley intake or Edelbrock stock replacement aluminum intake Part # 2701 only with no modifications. No Bowtie or performance style intakes permitted. May block EGR valve. May change jet size.
2. Sunoco 110 Octane racing fuel or 93 Octane pump gas will be permitted. No E85 or any types of additives.
3. Optional single line #1850 Holley carburetor. No modifications. May change jets.
4. Open element style air filter ok.
5. No air flow modification devices allowed.
6. No exotic or other high performance type carburetors. (Tech Official interprets this definition)

E. EXHAUST:

1. Factory cast iron exhaust manifolds or headers permitted.

F. TRANSMISSION / BRAKES:

1. Manual or Automatic transmissions and must have all working gears, no lightening.
2. Automatics must have stock diameter/functional torque converter. No dump/bypass valves. Transmission coolers permitted but cannot be in the drivers' compartment. May run stock factory nodular iron flywheel. No aftermarkets. Clutch and disk must be factory stock or aftermarket with all the factory stock specs.
3. Stock type factory master cylinder. Booster optional. All brakes must work. No adjustable/shut off valves. May run factory stock disc brakes.

G. DRIVESHAFT / REAREND:

1. Driveshaft must have a protection loop and be painted white.
2. **Must run stock rear end for make of car or any 9" ford rearend.**
3. May use aftermarket ring and pinion gear with any ratio. May weld rear end to lock. No Hi Performance rear end parts (tru trac, spool, etc.) will be allowed.

H. TIRES / WHEELS:

1. Steel 8"x15" maximum racing wheels only. Maximum tire width 8 3/4" DOT tires only, tires subject to durometer test. No treating of tires. No 16" tires unless stock for model and make of car. No directional performance tires allowed.
2. May replace wheel studs with larger studs but it is mandatory you use 1" lug nuts.
3. No soaking or altering of tires in any manner allowed. Drivers soaking or altering tires will forfeit all purse and points for the event and all track points for the year. The driver must also pay a \$1,000 fine prior to being allowed to compete again. Any illegal tire, in the judgment of CMS Officials, will be confiscated.

I. SAFETY:

1. Fuel cell cannot be lower than bottom point of rear axle and must be mounted securely.
2. Battery must be mounted securely and enclosed in safety box and must be under the hood or in the trunk.

