



2017 I-80 Speedway – NASCAR Hobby Stock Rules Revised 12/16/2016

*****Warning*****

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

All Drivers are required to have a NASCAR License on SANCTIONED EVENTS
RACEEVERS & TRANSPONDER POUCHES MANDATORY – DRIVERS WITHOUT POUCHES ARE SUBJECT TO A
FINE AND DQ
TRANSPONDERS ARE TO BE MOUNTED AT BOTTOM OF FRAME RAIL AT IDLER ARM MOUNT IN AN ORANGE
POUCH SECURELY ATTACHED WITH THE SILVER PLATE FACING THE TRACK SURFACE.

- 1. SAFETY EQUIPMENT:** Rules apply at all times car is on track. Snell-rated SA2005, SA2010 or SA2015 helmet required. Roll bar padding required in driver compartment. *Recommended: Fire retardant padding.* SFI-approved full fire suit required. Fire retardant gloves, shoes, and neck brace (or head and neck restraint) required. Right and left seat head supports required if using head and neck restraint system. *Recommended: Fire retardant head sock and underwear, collapsible steering shaft.* Driver-side window net required, minimum 16 inch by 20-inch ribbon or mesh style, and must be mounted to roll cage so latch is at top of window. Maximum four-inch-tall visor attached to window net. Minimum three inch (two inch with head restraint system) wide SFI-approved five-point safety belt assembly required, must be mounted securely to main roll cage. *Recommended: Safety belts no more than two years old.* Kill switch required within easy reach of driver and must be clearly marked 'OFF and ON'.
- 2. FRAME:** (see frame drawing) Any American OEM full body rear wheel driver passenger car, 1964 or newer, full frame or unibody. Frame must match body. Minimum 107.5-inch wheelbase, maximum one inch difference from side to side. Rear of frame behind rear tires, no further forward than one inch behind factory seam, may be replaced in OEM location with two inch by three-inch steel tubing with minimum 0.095-inch wall thickness, same length as material removed. Factory seam must remain visible. Unibodies must tie rear frame to front frame. Frames may be "X" braced. No Station Wagons, Camaros, Firebirds, or Mustangs.
- 3. ROLL CAGE:** Main cage must consist of continuous hoops, minimum 1.75-inch O. D. tubing, with wall thickness of at least 0.095 inch. *Recommended: low carbon or mild steel.* Four-post roll cage required, front down bars and rear hoop must be welded to OEM frame. Driver's head must not protrude outside cage with helmet on. Rear hoop must have "X" brace, consisting of one full horizontal and one diagonal bar, minimum 1.25 inch O.D. with 0.083-inch wall thickness. Front down bars must be tied together, passenger side front down bars must be maximum 11 inches in from top of door. Must be minimum 40 inches between outside edge of front and rear down bars at top of door panel. Maximum 41 inches from top center of windshield to front edge of rear hoop; maximum 13 inches to front edge of top halo. Top halo must be minimum 40 inches across, outside to outside. Rear hoop may be maximum 12 inches in from bottom of opera window. Minimum one cross bar in top halo. May have maximum two horizontal bars. (in addition to bar tying front frame horns together) for radiator protection' must be behind bumper, within confines of body, no wider than OEM frame horns. Rear kickers (down bars) and engine hoop required, and must be minimum 1.25-inch O. D. tubing with 0.083-inch wall thickness. Fuel cell protection required., must be mounted frame rail to frame rail, no higher than fuel cell, inside trunk area with maximum 1.75-inch O. D. tubing. All bars must be inside body.
- 4. DOOR BARS:** All door bars and uprights must be minimum 1.75 inch O.D. with 0.095-inch wall thickness. Minimum three door bars, both sides, parallel to ground, and perpendicular to driver. Minimum four uprights tied from frame to top door bar on driver side, and minimum three uprights on passenger side. Steel door plates, 18 gauge or 0.049-inch minimum thickness, must be securely welded to outside of door bars on driver's side. Plate must cover area from top door bar to rocker panel and from rear down post to five inches in front of seat. Must be visible for inspection.
- 5. BODY:** All bodies must be unaltered OEM or OEM replacement, in OEM location and match frame. Front body mounts must be visible. Sunroofs and T-tops must be enclosed. OEM appearing aftermarket plastic nosepiece allowed (must match body on GM metric car). OEM appearing aftermarket plastic tailpiece allowed (*recommended to match body*). Tailpiece must be trimmed for unaltered truck lid. No metal fabricated rear tailpieces allowed. No spoilers, hood scoops, ground effects or skirting altering OEM appearance allowed. OEM STEEL hood only, maximum three-inch bow, hood must be gutted. OEM STEEL unaltered trunk lid only, no gutting. Hood and trunk must be securely fastened and back of hood must be sealed off from driver compartment with metal. Hood must be separate from fenders. Front and rear inner wheel wells may be removed. Trunk floor directly over rear end housing must

be removed. Trunk floor may be replaced, frame rail to frame rail, with 0.049-inch-thick steel, must be located on top of farm rail. Overlapping of body panels permitted. All glass must be removed, all windows in body must remain open; maximum seven-inch metal sun visor allowed across top of windshield opening. All doors must be securely fastened. Fenders and quarter panels may be trimmed for tire clearance. ONLY. Car number must be minimum four inches thick and 20 inches tall and clearly visible, on both sides and roof of car; six inches tall on rear and front if possible. No Station Wagons, Camaros, Firebirds or Mustangs.

6. DRIVER COMPARTMENT: Minimum three windshield bars in front of driver. Aluminum high-back seat only and must be bolted in using minimum 0.375 inch bolts. Driver seat may be no further back than rear edge of B-pillar. Driver must be sealed off from track, driveline, engine and fuel cell. Dash not to extend more than 24 inches back from center of lower windshield opening. Dash must be flat, rear can be no higher than front, except for cowl in front of driver. No other interior tin or covers. Inside rear quarter panels, below window level, may be cut out. Doors and driver side B-pillar may be gutted. No cutting out of firewalls, roof, kick panels, rocker panels, except for roll cage clearance. All holes in firewalls and floor must be covered with metal. OEM floor may be replaced from OEM rear firewall using steel fabricated floor pan, 18 gauge or minimum 0.049-inch thickness, securely welded to frame. Must remain flat. OEM appearing from farm rail to frame rail, no higher or lower than frame rail. Exception is maximum eight-inch-tall drives hate tunnel similar to OEM tunnel in size. Rear firewall and speaker deck must be metal and be of OEM design for that make and model. No mirrors of any kind.

7. FRONT SUSPENSION: All components and mounts must be steel, unaltered OEM, in OEM location and match frame. OEM rubber A-frame bushings only. OEM or OEM replacement ball joints allowed. No rebuildable ball joints. NO sway bars, spring spacers, chains or cables. Exceptions are: 1978-1987 GM mid-sized metric frame. OEM upper A-frame maybe replaced using aftermarket upper A-frame (steel or aluminum cross shaft allowed), must display "IMCA approved" decal on top of rear tube of A-frame. Upper A-frame mount must remain OEM and cannot be moved. No suspension stops of any kind allowed.

8. STEERING: All components must be steel unaltered OEM, in OEM location and match frame. Exceptions are: replacement spindle with Speedway Motors raised cast – part number 91034501: bolt on spindle savers allowed. OEM steering column may be replaced with steel steering shafts (*Recommended: collapsible steering shaft*). Steel knuckles only. No steering quickeners (minimum 2.5 turns lock to lock), or remote power steering reservoirs. Steering wheel and quick release (required) may be aluminum.

9. SHOCKS: One unaltered steel, nonadjustable, OEM-mount shock, in OEM location, per wheel. All shocks must completely collapse at any time. No external or internal bumpers or stops. No bulb-type, threaded body, coil-over, air, or remote reservoir shocks. Maximum 2.125 inch O.D. Shock body. No gas port, Schrader or bladder type valve allowed. No coil-over eliminators, Rear OEM shock location is 4.5 inches from bottom of housing to center of bolt hole, and centered on control arm bracket. \$25 claim on any shock. One or all shocks on car may be claimed per event, counting as one claim on car, following shock claim procedures and penalties (Refer to www.imca.com).

10. SPRINGS: One steel spring per wheel only in OEM location. Minimum 4.5 inches O.D., maximum 14-inch free height, non-progressive coil springs only. No spring rubbers allowed.

11. REAR SUPENSION: All components and mounts must be steel, unaltered OEM or OEM replacement, in OEM location and match frame. OEM rubber control arm bushings only. Center of rear lower control arm bolt hole must be 2.25 to 2.5 inches from bottom of housing. No independent rear suspension. No sway bars, pan hard bars, spring spacers, extensions, chains or cables. No suspension stops of any kind allowed.

12. REAR END: Approved OEM [housing and carrier](#) only. No floater rear ends, OEM, or replacement (*recommended*) solid steel axles only. Nine-inch Ford rear end allowed, but must be mounted like OEM rear end (centered) for that make and model. One inch inspection hole in housing required. Ring gear, center section and yoke cannot be lightened. Steel or aluminum U-joint caps allowed. Must be welded spider gears, or mini spool. No torque dividing mini spools or differentials.

13. BUMPER/RUB RAILS: Maximum one inch wide by two-inch-tall steel or Lexan rub rails allowed – bolted flush to body. Front and rear tow hooks mandatory. No sharp edges allowed on bumpers, rub rails or bolts. No bars past outside edge of body other than rub rails. All front bumpers must be mounted minimum six inches from front frame horns. Steel bumper mounts only. One of two bumper options must be used and must be OEM height: OEM: Bumpers not covered by plastic nose or tail piece must be complete, unaltered OEM, capped to fender with steel, welded or bolted. Aftermarket: Fabricated tubular bumpers (front and rear) allowed, but must be covered by plastic nose or tail piece and bent to fit with rounded ends. Main bumper bar must be minimum 1.5 inch O.D. (maximum two inch) with 0.083-inch (maximum 0.125 inch) wall thickness.

14. TIRES/WHEELS. Unaltered OEM 205/75, or 205/70, 14 inch or 15-inch passenger car tires only. All four tires and wheels must be same size. Tires must be inside body. No racing, snow, or all-terrain tires. No softening, conditioning, siping/grinding or grooving (Refer www.imca.com for automatic penalties). Maximum seven-inch-wide, three to four-inch offset, unaltered, D.O.T.-stamped steel wheels with standard bead bump – must weigh minimum 21 ponds. No wheel spacers. One inch O.D. Steel lug nuts required. No bleeder valves.

15. BRAKES: Steel, unaltered OEM, or unaltered OEM replacement, operative four wheel, disc (front) and drum (rear) brakes, must match frame or rear end. Full OEM backing plates, no aftermarket. OEM or OEM appearing master cylinder must be in OEM location. No antilock brake systems. No aftermarket brake pedal assemblies, brake shut-off or bias adjuster. Steel brake lines only, must be visible. No oil bath front hubs. Hubs/rotors, axle flanges and drums maybe changed to different bolt pattern and larger studs.

16. EXHAUST: OEM cast iron exhaust manifolds only. No center dump type manifolds. Exhaust manifold can be ported and drilled to fit. No adaptor allowed between manifold and head. Crate engine must use maximum two inch O.D. Exhaust pipes. Claim engine

may use maximum 2.5 inch O.D. Exhaust pipes. Exhaust must extend past firewall and turn toward ground. Must remain dual exhaust, no crossover or "Y" pipes. No pan evac systems, exhaust sensors, coatings or wrap. *Mufflers recommended.*

17. FUEL SYSTEM: Racing fuel cell required, maximum 22-gallon capacity (*Recommended: 12 gallon*), must be in minimum 20-gauge steel container. Must be securely fastened in trunk above level of OEM trunk floor, behind rear tires, no further forward than factory seam where rear frame rail can be replaced, with minimum one inch square tubing or two solid steel straps around entire cell, two inches wide and .125 inch thick. No fuel cells allowed over rear end housing. Metal firewall must be between driver and fuel cell. All cell mounts must be steel, securely welded to frame cage. No adjustable fuel cell mounts. Fuel cell vents, including cap vent, must have check valve. If fuel cell does not have aircraft style positive seal filler neck/cap system – a flapper, spring or ball type filler rollover valve is required. Fuel lines through driver compartment must run through metal pipe or metal conduit. One fuel filter allowed, cannot be in driver's compartment. No cool cans. Air cleaner top/stud cannot direct air into carburetor. No top flow air cleaner housings, cold air boxes or air cleaner ductwork. Mechanical OEM type push rod fuel pump only. No fuel pressure regulators.

Fuel shut-off recommended. **CLAIM ENGINE:** must use unaltered OEM two-barrel carburetor for that engine, except: booster I.D. may be machined to 0.25 inch, venturi I.D. Machined to 1.375 inch and throttle bore I.D. Machined to 1.6875 inch on Rochester carburetor. 0.625-inch minimum booster height on Rochester carburetor. Must remove carburetor choke plate. No carburetor spacers on cast iron intake. One 0.25-inch (maximum) thickness gasket only on cast iron intake. Speedway Motors carburetor adaptor, part#135-3502G, allowed on aluminum intake with Rochester carburetor. Speedway Motors carburetor adapter, part#135-3502G, allowed on GM aluminum intake. Mr. gasket carburetor adaptor, part#1933 with OEM carburetor, or Speedway Motors carburetor adaptor part#135-3502G with Rochester carburetor allowed on Ford and Chrysler aluminum intake. Maximum of two 0.100 inch thick carburetor gaskets on all aluminum intakes. **GM CRATE ENGINE:** must use Rochester carburetor and Speedway Motors carburetor adapter, part#135-3502G as claim engine. Maximum of two 0.100-inch-thick carburetor gaskets only. \$50 cash claim on ALL carburetors, following carburetor claim procedures and penalties. (Refer to page 14).

18. FUEL: Gasoline only. Racing Fuel allowed. No E85. No performance enhancing or scented additives. Fuel must pass both dielectric meter and chemical tests. (Refer to www.imca.com for automatic penalties).

19. WEIGHT: No ballast allowed. Any item deemed as ballast will be required to be replaced – i.e. fuel cell straps, fuel cell cans, battery boxes, etc. No titanium, magnesium or carbon fiber products. No gun-drilled, tubular, hollow bolts or studs. Steel fasteners only.

20. BATTERY/STARTER: One 12-volt passenger car battery only, must be securely mounted between and above frame rails, and positive terminal must be covered. Battery must be in Marine type case if mounted in driver compartment. Starter must bolt in OEM location. Car must have capability of starting without being pushed or pulled. Car must leave initial staging area on demand, unaided, or go to rear of that race.

21. GAUGES/ELECTRONICS: No unapproved cameras, transmitting or listening devices (exception is one-way Race Receive radio by officials), timing retard controls, or digital gauges (including tach). No electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach. 12-volt ignition system and OEM HEI distributor only. Ford/Chrysler may use HEI distributor. No billet distributors or crank triggers. Ignition rotor, cap, coil and module must remain OEM-appearing. Crate engine MUST use unaltered MSD #8728 or #8728CT rev-control and 6,200 rpm chip. Claim engine MAY use MSD #8728 or #8728CT rev-control with my rpm chip. \$1,000 fine for altered rev-limiter components. Rev-control must be mounted under hood on engine firewall and accessible for inspection with rev limiter facing upward. No ignition boxes. All wiring must be visible for inspection. OEM type alternator with internal regulator allowed. No electronic traction control devices. (Refer to www.imca.com for automatic penalties).

22. TRANSMISSION/DRIVE SHAFT: All forward and reverse gears must be operational.

Manual: Must be unaltered OEM three or four speed, with minimum 10.5-inch steel/organic single disc-type clutch and steel pressure plate assembly inside an explosion-proof steel bellhousing – minimum 270 degrees around top of clutch and flywheel area. No lightweight bellhousings. Hydraulic clutch release bearing allowed. Steel unaltered flywheel only – 16-pound minimum - \$150 fine if illegal.

Automatic: Must be unaltered OEM, with unaltered OEM pump. Aluminum OEM bellhousing may be replaced with aftermarket explosion-proof steel or aluminum bellhousing. Minimum 10-inch diameter torque converter containing a minimum of three quarts of fluid - \$150 fine if illegal. Torque converter must have a minimum 0.125-inch plug. Must have approved scatter shield constructed of minimum 0.125 inch by three-inch steel, 270 degrees around flexplate. Flex plate must be full, unaltered OEM or OEM replacement. No bump starts allowed.

Drive shaft: Steel drive shaft (minimum 2.5-inch diameter) and slip-yokes only. Drive shaft must be painted white, 360-degree driveshaft loop required and must be constructed of minimum 0.25 inch by two-inch solid steel, or one inch tubing, mounted six inches back from front U-joint.

23. ENGINE COMPARTMENT: Engine must be in OEM location. On GM metric frame, center of fuel pump must be located minimum 1.75 inches in front of cross member (measured at frame). Ford metric frames must have back of fuel pump in front of cross member. Frame and cross member may not be altered for engine placement. Engine mount holes cannot be removed or altered on block. Aftermarket steel engines mounts allowed. No mid-plate allowed. Engine must be OEM appearing, must be able to be used in conventional passenger car without alteration. GM with GM, Ford with Ford, Chrysler with Chrysler. Minimum two-core radiator,

must be mounted in front of engine. Overflow tubes must be directed to ground. (2) Steel or aluminum V-belt pulleys only. No electric fans, surge tanks or vacuum pumps.

24. ENGINE OPTIONS AND SPECIFICATIONS: All cars utilizing a GM602 crate engine must clearly display on both front roof posts the word **CRATE**. Must be contrasting in color from body, minimum two inches tall. **Markers not acceptable.**

(A) CRATE ENGINE: Must use unaltered sealed GM #88958602 or #19258602 crate engine. Effective January 1, 2019, all GM 602 Crate engines must have IMCA Cable-Lok seals. Upon inspection, any different, altered or missing FM seal bolts will result in disqualification, loss of I-80 Speedway points for the season, \$5,000 fine and a 30-day suspension from all I-80 Speedway events. GM seal bolt exception is IMCA approved and issued Cable-Lok repair system, and oil pan may be replaced by IMCA certified repair center with Kevko pan #1087NRHw/ISP and Kevko pick-up #1003-1 ¾. \$250 fine for any crate engine not using required spacer, pushrods, valve springs or rocker arms. Any driver using crate engine cannot claim engine or having engine claimed. During same season, no driver is allowed to claim an engine after competing with a crate. If a driver switches to a crate after claiming an engine, the crate engine is then claimable.

(B) CLAIM ENGINE: Any American make engine allowed. **BLOCK:** OEM steel passenger vehicle production block only. No GM Bowtie, Ford SVO or Chrysler W components allowed. GM approved block numbers are: 10105123, 10066034, 3892657, 3914660, 3914678, 3932388, 3932386, 3956618, 3970000, 3970006, 3970010, 3970014, 10066033, 1066036, 10243880, 14010207, 14010209, 14010287, 14016376, 14016379, 10054727, 140885528, 14088548, 14088552, 14093638, 14101148. Stroke must match block. No 400 or larger cubic inch parts allowed. Maximum 361 cubic inches (GM); 363 (Ford); 370 (Chrysler). Violation of cubic inch limit must be verified by removal of head and will result in disqualification, loss of all I-80 Speedway points for the season, \$1,000 fine and a 30-day suspension. Maximum compression ratio is nine to one, no tolerance. Compression ratio checked using Whistler and cubic inches checked using pump. OR by visual inspection of part and/or casting numbers, pistons, etc. (track option which method is used). Flat top or dish pistons only, no gas ported pistons. OEM or OEM appearing replacement steel crankshaft only – cannot be lightened. No aerowing, bullnose, knife edge, undercut or drilling of second or third rod throws. OEM or OEM cast appearing replacement steel rods only – GM 5.7 inch, 6 inch or GM Vortec rod part number 10108688 allowed. Cap screw allowed. No splayed main caps. Conventional flat appet cam and lifters only, cannot alter lifter bores. OEM firing order cannot be changed (GM 1-8-4-3-6-5-7-2). May use oil restrictors. 'Wet' sump oiling system only. Steel oil pans only. Racing oil pans allowed. Mandatory one inch inspection hole in all pans – no obstructions to crank and rods. Accumulator allowed must be mounted under hood. **CYLINDER HEADS:** Steel only. Must be unaltered approved OEM and minimum 76cc combustion chamber (GM). Only GM OEM approved head numbers are: 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3932454, 3876487, 3973487, 3973487X, 3973493, 3951598, 468642, 330862, 333883, 3998920, 3998991, 3998993, 3998997, 3970126. Maximum size values on these heads are 2.02-inch intake and 1.60-inch exhaust. May use Stock Replacement (SR) cylinder heads: Engine Quest (EQ) GM part number CH350I. (EQ) Chrysler part number CH318B, World Products Ford part number 53030 – 1.250 inch (+-).015 tolerance) maximum O.D. Valve springs. All SR heads must remain as produced, seat angles and valve sizes cannot be changed: three angle valve job only (absolutely no casting removal in valve pocket of EQ or World Products head, for any reason): Ford – no SVO heads; Chrysler – no W-2 heads, 360 cubic inch heads only. No porting, polishing or unapproved alterations allowed to any cylinder head or intake, disqualification and \$250 fine if illegal. Guide plates, screw-in shouldered studs (GM 0.375-inch max) and polylocks allowed. No stud girdles. Steel roller tip rocker arms allowed. GM – 1.250 inch (+-).015 tolerance) maximum O.D. Valve spring, no beehive valve springs allowed. **INTAKE:** Unaltered, approved OEM cast iron, low-rise, two-barrel intake. Only unaltered (no porting or polishing) aftermarket aluminum intakes allowed are: Weiand GM #7547, #7547-1; Ford #7515, #8023, or #7516; Chrysler #8022; Edelbrock GM #2701; Ford #7121, #7181, #7183; Chrysler #2176. No cooling lines allowed. Unaltered OEM type harmonic balancer only. OEM type steel or aluminum water pumps only.

25. ENGINE CLAIM: Refer to www.imca.com for claim eligibility requirements.

(A) \$550 cash claim on engine, **\$25** goes to wreck for pulling engine and **\$25** goes to official.

(B) Claim does not include – 1. flywheel, 2. clutch, 3. pressure plate, 4. bellhousing, 5. breathers, 6. carburetor, 7. starter, 8. motor mounts, 9. oil/temp. Sending units, 10. fan and pulleys, 11. clutch ball, 12. clutch, arm, 13. throw out bearing, 14. dip stick, 15. water pump, 16. fuel pump, rod and plate, 17. distributor, 18. plug wires, 19. water outlet and restrictor, 20. exhaust manifold and pipes.

NOTE: During engine claim, block and head numbers should be verified, heads, intake, connecting rods and crankshaft should be visually inspected, exhaust manifold must be removed to inspect heads, and one spark plug must be removed to check flat top or dish pistons prior to transfer of engine to claiming driver. If, at this time, engine is found illegal, claimed driver is disqualified and suspended from all I-80 Speedway events until such time as a \$250 fine is paid, for first offense, second offense penalties will be \$500 fine and/or suspension. Claimer then has option to accept or decline engine – if declined, driver is not charged with claim.

EIRI: (Except in rare instances) Decisions of officials are final and binding without exception! Any rule changes or clarifications

Numbers from the previous season will be held until March 1, 2016

Compact reserved numbers can be obtained by calling
Lee Ackerman at 402-342-3453 or email: lisa@kosiski.com.

Tech Info:

Rick Holling at 402-515-1635 or email ricotech92@cox.net

Lisa at 342-3453 or email lisa@kosiski.com

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durthe course of the year will be published at www.i80speedway.com and will be considered as an offical part of rules.