



2020 I-80 Speedway NASCAR BRLM Rules

Revised 1/30/2020

*****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
RACEIEVERS & 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 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. 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 front of window. Maximum four-inch-tall visor attached to window net. Minimum two-inch-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'.

Head and neck restraint devices are recommended such as a HANS or similar. A minimum of a full wrap around neck brace is required. **When running the HANS device, or similar, you will be allowed a 25 lbs. weight break.**

A fire extinguisher, in working order and up to date, will be required in your race car. Recommended when purchasing a new fire extinguisher to purchase the 10-pound fire bottle or safecraft suppression system with the thermal hoses running to the driver's cock pit and one to the fuel cell. **When running a 10-pound fire suppression system with thermal activated nozzles you will be allowed a 25 lbs. weight break.**

2. FRAME: Must be constructed of two inches by two-inch square steel tubing, or minimum 1.75-inch round tubing - with minimum 0.083 wall thickness. Minimum wheelbase of 103 inches Average.

3. ROLL CAGE: Main roll cage must be at least 1.5 inch O.D. tubing with minimum wall thickness of 0.083 inches. Driver's head must not protrude outside cage with helmet on.

4. DOOR BARS: Minimum three driver door bars must be at least 1.5-inch O.D. tubing with minimum wall thickness of 0.083 inches. Steel door plate .125-inch minimum thickness, must be securely welded or bolted to driver side door bars. Minimum 16"x26".

5. BODY (see body diagram for specific dimensions): No composite, carbon fiber or plastic body panels allowed except roof rock guard and hood scoop. Minimum ground clearance is three inches. Must have stock-appearing nose piece (molded type material) mounted in unaltered approved manner. Headlight decal package required. No part of body can be wider than 90 inches. Roof must be stock appearing, mounted directly to the roll cage with no more than 1/2-inch spacer, mounted level, parallel to body, centered on car and rounded down in all directions. Roof and hood may be aluminum or fiberglass. Maximum 1.5 inch rolled down rock guard allowed on roof front. Roof supports and window side panels must extend to edge of body. Window side panels must resemble all aspects of drawing - must have opera window and be same on both sides. Rear spoiler may be maximum eight inches in material height (including hinge) and maximum 72.5 inches wide. Spoiler may have rear stiffener, must be one inch or more down from top. Maximum of three spoiler braces allowed. Right side inner panel permitted. No complete car covers, rear tail cover allowed in personal pit area only. Car number must be minimum four inches thick and 20 inches tall and clearly visible, on both sides and top.

Topless series Races Only: Plastic Sun guard of no more than 4 inches allowed on both sides of the cage, a sun shield above the driver can be no wider or longer than the roll cage halo, no fins, no raised edges intended to direct air. Officials reserve the right to request modification of any shades.

6. DRIVER COMPARTMENT: Minimum three windshield bars in front of driver. Protective Screen Recommended to run from Driver Side of roll cage to passenger side of roll cage. Lexan or aluminum cowl panel in front of driver allowed, but can be no wider than cockpit and no farther back than steering wheel. Driver must be sealed off from track, driveline, engine, fuel cell, suspension components, battery, coolers, pumps, fuel and oil lines. No mirrors. No driver-adjustable devices allowed while car is in competition except brake adjuster and right front brake shut-off. A Full containment racing seat is strongly recommended. All seats must be mounted properly & securely per the Technical Directors recommendations. The use of Grade 5 or better hardware is also required to attach the seat to the chassis with minimum four mounting bolts (3/8 inch or bigger). When not using a full containment seat you are required to use one of 2 options: Option 1: two head supports (left & right side) The left side may be shorter for egress only but cannot be trimmed any shorter than the distance of the face of the helmet. Option 2: The ISP seats parts number ISP 202LA L quick release helmet belt and the ISP 202M mounting bracket. **When running a commercially manufactured containment seat you will be allowed a 25 lbs. weight break.**

7. FRONT SUSPENSION: Must be of A-frame or strut configuration. Drop chain and bump stops allowed. No air bumps or spring stops allowed.

8. STEERING: Rack and pinion steering allowed. Quick-release steering wheel required.

9. SHOCKS: Approved conventional closed end shock absorbers only. Must be constructed of aluminum or steel. Coil over covers allowed, must be easily removed for inspection. Remote-reservoir shocks allowed. No air, air dumps, inerter, crossover, cross connected, electronic, or three or four-way adjustable shocks. One shock per wheel, plus may have one traction shock on left rear and one shock on

lift bar. **Use of any gas pressurized shock (remote reservoir, piggyback or gas bulb) utilizing any kind of fill port hidden or visible, Schrader valve or bladder type, other than on the shock on the LR in front will require the addition of 50lbs to the total weight of the car, which must be placed on the car attached to the upper pipe at which the upper shock mount is attached, located in front of the rear engine plate, lead must be attached with a minimum of 2 standard weight clamps to that pipe. May utilize the 50 lbs. on one side or split between both sides of the car.**

Any or all shocks can be claimed for \$400 per shock. One driver may claim up to six shocks per car per night, with no more than three shock claims during the season. Shocks claimed include: no coil over kit, no springs and no bump stops.

Shock rules may be changed to keep competition equal at the official's discretion.

10. SPRINGS: One steel coil spring per wheel only. Exceptions are: left front and left rear "take up" spring allowed (10 lbs. Max) and one additional spring allowed on pull bar or lift arm. Progressive springs are allowed. No torsion bars, air bags, air springs or inner liners. Spring rubbers allowed. Leaf springs may be composite or steel.

11. REAR SUSPENSION: No independent rear suspension. Only one mechanical traction device is permitted, pull bar or lift arm. One bird cage attached with two solid radius rods to chassis per side. Birdcage brackets and attachments must be welded or bolted solid to birdcage except pivoting shock bolt. Chassis mounts must be solidly welded or bolted to frame. Use of a drop chain or cable is acceptable on both sides, use of a bump stop or spring in chain is permitted.

12. REAR END: Quick changes allowed. Standard weight aluminum or steel axle tubes only. No open tube or cambered rear ends. Rear end coolers allowed.

13. BUMPERS: Must be either capped, or bent forward at ends, no sharp edges. All cars must be equipped with tow hook or similar device front and rear.

14. TIRES/WHEELS: Hoosier 88, 90, 92, WRS 2-D55 Hoosier tire only. No softening, conditioning, or grooving or siping. Grinding allowed on tire tread only. Maximum 14 inch wide, aluminum or steel wheels and lug nuts only. Bead locks allowed on all four corners. External bead lock only, cannot make wheel any wider than 14.75 inches. Foam type or securely bolted plastic or aluminum mud plugs allowed on any wheel. Use of a minimum of 3 ¼-20 or 5/16-18 bolts required. Use of front siped tires will be allowed with a 25lb penalty for special non-NASCAR events until the IMCA rule of no siped tires goes into effect on June 1, 2020.

15. BRAKES: Must be operative and lock up all four wheels during any inspection. Steel brake rotors only. Brake shut-off allowed on right front only (electric or mechanical).

16. EXHAUST: Round tube headers only. All primary header tubes must enter directly into one collector, at same point, at end of header. No merge collectors. No Tri-Y Headers.

17. FUEL SYSTEM: Any Holley type four-barrel carburetor only with Holley type OEM or OEM replacement booster, float bowls and main body. Main body, metering blocks and base plate may be billet aluminum. No ICT type or aerosol type boosters allowed. No air dams or devices allowed to increase air flow to carburetor outside of air cleaner. Use of a cold air box allowed, box must be open on one end to the underside of the hood, cannot be sealed 360 degrees to the hood. Maximum two inch tall spacer between carburetor and air cleaner base. No fuel cooling devices. No electric fuel pumps.

Racing fuel cell required, maximum 32-gallon capacity, must be in minimum 20-gauge steel container. Must mount with minimum one-inch square tubing or two solid steel straps around entire cell, two inches wide and 0.125 inch thick. Cell must be mounted between frame rails, behind rear end, bottom of cell can be no lower than center section. Fuel cell vents, including cap vent, must have check valves, and bladders are highly recommended. 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 cell guard must come to bottom of fuel cell and be minimum 1.25 inch O.D. tubing. Fuel shut-off recommended.

18. FUEL: Non-Oxygenated Racing fuel allowed. (Preferred VP 110 or VP Late Model +) No propylene. No alcohol allowed. No performance enhancing additives or pressurized fuel systems. Fuel must pass both dielectric meter and chemical tests for additives. Fuel sample may be taken from any car at any time. GN/IMCA Spec engines - Gasoline only, no E85 allowed. 602/604 Crate engines - Gasoline or E85 allowed. 25lb penalty for use of E85 added to total minimum weight.

19. WEIGHT: Ballast (extra weight) added to the car for weight rule conformance must consider all provisions of safety and must be securely fastened. Ballast must be bolted to the frame or cage only. No ballast may be mounted above the interior deck to rub rails or body mounts. Any ballast weight of 20 lbs. or more must be drilled and mounted with two 1/2" studs through each weight. No ballast blocks less than 5 lbs. nor more than 60 lbs. will be allowed. No stacking of ballast. Ballast must be painted white and stamped with your car number (this is a maintenance item and must be maintained all year.)

20. BATTERY/STARTER: Battery must be securely mounted to chassis, protected by tubing, and positive terminal must be covered. Starter must be in working order. Car must start under its own power. Car must leave initial staging area on demand, unaided, or go to rear of that race. Limit one battery per car. Use of a master disconnect to break the ground is recommended on the rear deck behind the driver and/or in the cockpit within the reach of the driver – clearly marked on/off.

21. GAUGES/ELECTRONICS: No unapproved cameras, transmitting or listening devices (exception is one-way Raceceiver radio by officials), timing retard controls, or digital gauges (Exception is digital tach). No electronic monitoring computer devices capable of storing or transmitting information except memory recall tach. Use of a rev limiter is required for all engine combinations. This may be accomplished using one, non-adjustable, unaltered ignition box with one high-end rev-limiter chip or an internal setting inside box. No electronic advance curve ignitions allowed. No additional ignition accessories allowed. All components must be out of reach of driver, but accessible for inspection with rev limiter facing upward.

IMCA Engines Only, you will only be able to run off one firing option, crank trigger or distributor one MUST BE unplugged and not changeable within reach of driver or within driver cockpit. Changes must be done under the hood.

No electronic traction control devices.

22. TRANSMISSION/DRIVESHAFT: Must have at least two gears forward and one gear reverse, plus a neutral position. Must be able to put in and out of gear with car sitting still and engine running. No overdrive transmissions. All transmissions must bolt directly to back of bellhousing that bolts directly to engine block. Must use steel, aluminum or carbon fiber driveshaft and be painted white. 360-degree drive shaft loop required, minimum 0.25 inch by two-inch steel strap, or one-inch tubing, mounted six inches back from front U-joint.

23. ENGINE LOCATION: Measured from centerline of left upper ball joint front of engine plate. Maximum measurement is 27".

24. (A) IMCA SPEC ENGINE: At all weekly sanctioned point events, spec engines must run unaltered one-inch carburetor spacer - The Governor carburetor spacer #100-125000 with (4) 0.950-inch restrictors #100-125095. Maximum 0.100-inch thickness gaskets only, one on top and one on bottom of spacer. Steel blocks only. Maximum 361 c.i. (GM), 362 c.i. (Ford) 364 c.i. (Chrysler). Minimum four-inch bore. Minimum stroke: GM - 3.48 inch, Ford - 3.40 inch, Chrysler - 3.313 inch. Maximum compression - 10.5 to 1, checked at any time with Whistler. No tolerance. Brodix/IMCA spec cylinder heads only. No grinding, polishing or altering of any kind. No use of any substance that may change or alter shape or size of ports, runners or combustion chambers. Only alteration allowed to heads are for push rod clearance and to install shaft rocker system. Maximum valve sizes are 2.08 intake and 1.600 exhaust. Valve seats and guides to remain as manufactured and in as-cast positions. Minimum combustion chamber size to be 62 cc volume. Valve angle to remain as manufactured. Approved cylinder heads as follows: General Motors (i.e. small block Chevrolet) - Brodix # 46 221, Ford Motor Company (i.e. small block Windsor) Brodix #46 223, Chrysler Corporation - Mopar - Brodix #46 222. No modification to intake manifolds, must be used as produced by manufacturer. List of approved intakes as follows: General Motors - Brodix #HV100946, Ford Motor Company - Edelbrock #2981 or 2980 (351) or #2921 (302), Chrysler Corporation- Edelbrock #2915. Camshafts may be of roller, flat tappet or mushroom design. Crankshafts and connecting rods must be steel. One inch inspection hole required in pan - no obstructions to crank and rods. If obstructions are present, must remove pan for inspection. Flat top pistons only.

(B) CRATE ENGINES: Gm 602 and 604 Crate Engines are eligible for use.

B1) A spacer plate may be used between the carburetor and the intake. May be a 1-hole or 4-hole spacer plate, with no taper, nothing inside of the spacer plate to enhance or increase the airflow to the engine. (Up to a 2" spacer on GM 602) (up to 1" spacer on GM 604) Maximum 0.100-inch thickness gaskets only, one on top and one on bottom of spacer. Must use unaltered sealed GM 604 crate engine GM, IMCA, or NESmith Seals are acceptable. Oil pan may be replaced by IMCA certified repair center with Champ pan #CP100LTRB and Champ pick-up #100SB, or with Kevko pan IMCA92 and Kevko pick-up #1005-3/4.

B2) I-80 Speedway has the right to impound or claim the crate engine of any competitor at any time. If the engine has non-approved modifications, the engine may be confiscated by I-80 Speedway and driver/owner fined.

B3) Anyone found altering or attempting to change a crate engines performance will be fined as follows: \$1,000 driver and \$1,000 owner or \$2,000 if owner and driver are same person. Fines must be paid to I-80 Speedway before driver and owner will be allowed to return and race at I-80 Speedway. On the second offense, fine will be \$2,500 driver and \$2,500 owner or \$5,000 if owner and driver are same person PLUS a one calendar year suspension.

(C) Bragging Rights Late Model Engine rules – Grand National Option

C1) Engines must have the following specified stroke: GM 3.48", Ford 3.50" and Mopar 3.578". The maximum bore for any engine is 4.060". Crank and rod assy. must be steel. Stock or roller rocker arms optional. Screw in or pinned rocker studs are allowed. Flat tappet lifters only. Must be 100% steel. No roller, mushroom or radial lifters. GM may change to Ford lifter size (.874) only. No roller cams, no roller bearings for cam or crankshaft allowed. No external oil pumps, Barnes type pumps (wet sump feeding an external tank) or dry sump systems allowed. No engine may have more than 11.0:1 compression ratio.

C2) Ford M-6049-N351. The Mopar/Chrysler spec head part numbers are P5249769 (cast. # 4532693) and P4529446. The only Chrysler "R" block that will be allowed is # 4876791AB. No modification, except

surfacing and three angle valve job. Angle milling of heads not allowed. OEM tolerances only. Maximum valve size is 1.60" exhaust and 2.055" intake.

C3) The specified General Motors (spec.) head will be the G.M. BOWTIE non-vortec cylinder head, part/casting number 10134392, 14011058, 12480034, or 14011034. No modification, except surfacing and three angle valve job. Angle milling of heads not allowed. OEM tolerances only. Maximum valve size is 1.60" exhaust and 2.055" intake

C4) Chevrolet Performance Vortec Part number 12558060. Casting number 12039906 or 12558062 that have a 64CC combustion chamber, a 170CC intake port, No modification, except surfacing and three angle valve job. Angle milling of heads not allowed. OEM tolerances only. 1.940" intake valve and 1.500" exhaust valves are legal. You must use unaltered intake manifold Edelbrock 2716.

C5) INTAKE: I-80 reserves the right to exchange intakes at any time. SPEC. INTAKE -The following intake manifolds, stock and untouched, will be mandatory on all engines. GM / CHEVY Edelbrock Torker II # 2701, #5001, or #2101 Performer; FORD WINDSOR Edelbrock Torker II # 5081 or # 2181 Performer; MOPAR / CHRYSLER P5249572 or P5249572AB. 302 FORD Edelbrock Torker II #5021 or #2121 Performer. Intake mounting bolt holes may be cut to match block deck angle only.

C6 BRLM Grand National Motor Carburetor options:

A) The Holley 4150 series carburetor. Must meet the Holley 4150 height specs up to 850 CFM with governor plate with (4) 1.00 restrictors. No Other spacer allowed except for 2 gaskets. Restrictor size may be changed to keep competition equal at the official's discretion.

B) The Holley 4412 with only the following alterations:

1. Choke plate may be removed. Choke housing MUST remain in place.

2. Jets and power valve may be changed. NO DIAL -A -JET

3. No Vacuum leaks between air cleaner and cylinder head valves.

4. The accelerator pump squirter may not extend into the area directly above the venturi (tech purposes)

5. Adapter and/or spacer and gasket may not exceed 1 1/2". Carb must be mounted in stock configuration (Carburetor fuel bowl facing front). All carburetor spacers/adapters must be approved by track tech officials prior to use.

25. WEIGHT and REV LIMITING RULES:

All weight rules are to be met after all races. Weight rules maybe changed at any time as determined by Track Officials to equal the competition.

GM, IMCA, or NESmith Sealed 602 Crate Engine will be 2275lbs. with a 6400-chip rule.

GM, IMCA, or NESmith Sealed 604 Crate Engine will be 2375lbs. with a 6800-chip rule.

Crate engine not sealed will have a weight penalty of an additional 50 lbs., must be crate legal by GM rebuild specs, still claimable. Must run same chip rule as 25-1 and 25-2 depending on engine size. NO E85 Fuel if not sealed.

BRLM/Grand National engine option: (C6-B 4412 Carb option) 2375lbs. With a 7000 RPM maximum chip rule.

BRLM engine option: (C6-A 4150 Carb Option) 2400lbs. with a 7000 RPM maximum chip rule.

IMCA Spec Motor option: 2375lbs. Wet Sump with 8000 chip. With (4) .950 restrictor inserts inside a 1" thick governor plate. Dry sump engines must weigh 2375lbs with an additional 25 lbs. mounted in front of the rear motor plate, added 25 lbs. will be included in the total weight of 2375.

Safety Weight Breaks.

1) When running a commercially manufactured containment seat you will be allowed a 25 lbs. weight break.

2) When running a 10-pound fire suppression system with thermal activated nozzles you will be allowed a 25 lbs. weight break.

3) When running the HANS device, or similar, you will be allowed a 25 lbs. weight break.

26. PROTEST PROCEDURES:

1. All race protests must be placed with a tech official in writing at the scale or in the tech area no later than 5 minutes after the A feature.
2. Only drivers may make a protest and must have competed in the "A" feature. Track officials have the right to inspect any car at any time at no charge.
3. Track officials have the right to reject any protest.
4. Non-Engine or Non-Tire protests: The cash protest fee for all non-engine related protests is \$100. Only one item may be protested per event and the cash protest fee must be given to a Tech official along with a written protest. The car in protest will be checked after the main event. If the car in protest is found illegal, it will lose half the points and all money for that night and protester will be returned his/her protest fee. If the car is found to be legal the \$100 is given to the car in protest.
5. The cash protest fee for a DYNNO RUN PROTEST is the current cost of the dyno run (approx. \$350) + \$50 for the wrecker plus \$100 (approx. \$500 total). If the engine does NOT comply with the prescribed HP limits, the protestor receives all of his money back and the penalties will apply and the illegal driver is responsible for the wrecker and any dyno fees. If the engine does comply with the HP limitations, the dyno fee will be paid with the protestor's cash fee and protested driver keeps \$100.
6. All illegal parts and/or illegal crate engines will be marked and kept by the track.

27. LINE UP PROCEDURES:

1. (1) week points average for all heat race line-ups.
2. Top 3 will qualify for invert out of heat races unless otherwise stated. Invert for feature will also be based on a (1) week average.
3. All cars not qualifying for invert positions will be lined up according to their heat race finish.
4. Opening night & any specials a draw will be utilized for heat races, a redraw with the top 3 cars in each heat race will be used for the feature event.
5. In the event of a double feature the second feature will be a minimum of an 8 car invert.

28. Engine Claim Rules—All engines susceptible to claim

- A.) Grand National \$5,000.
 - a. Claim includes: long block, intake, oil pan, valve covers, and harmonic balancer
- B.) GM Crate 602 will be \$3000. GM Crate 604 will be \$5000.
 - a. Claim is for the original crate product purchased from the GM dealer, no extra components.
- C.) IMCA Spec Motor \$8,000
 - a. Claim includes: long block, intake, oil pan, valve covers, and harmonic balancer
- D.) All carburetors are subject to a claim rule of \$800.00 for either a 2 barrel or 4-barrel carburetor.
- E.) All claims must be made in US cash in denominations no smaller than \$20.
- F.) Claimer must pay an additional \$50 US cash for removal fee to the claimer or for wrecker service.
- G.) Any driver, or their owner, or crew chief *MUST BE IN GOOD STANDING WITH I80 SPEEDWAY* competing in a feature event (A or B must take a lap) are eligible to claim engine (see above) Cars being claimed must have finished in the top 5 A feature positions. Must be 13 cars or more starting the feature for an engine claim.
- H.) Engine Claim notification must be done within 10 minutes of the drop of the checkered flag to one of the I-80 officials that is connected by radio to race director or tech officials. Money must be presented within 10 minutes after the notification of the claim. Money does not have to be on the driver in the race car before the claim is in process.
- I.) If the driver denies the claim or the claimed engine shows any sabotage at any time during a claim the claimed driver will lose all points and earnings for that event and the previous event(s) in the claimed

time period, a \$500 fine, will lose all points for the season and 3 nights of I80 competition (not to go over into the next year). You will not be able to receive any winnings or contingencies until the fine has been paid.

J.) The claimer is not required to run this engine at any upcoming events.

29. FINE RULES FOR ILLEGAL PARTS OR DISQUALIFICATIONS

1. Any fines must be paid before you can race again at I-80 Speedway.
2. Fines must be paid in bill denominations of \$20 bills or larger

The owners, management and officials of I-80 Speedway wish to publicly state that ALL existing or future Race-class or Track Sponsors have NOT had any input on any rules changes to the existing or future classes.

EIRI- (Except in rare instances) Decisions of officials are final and binding without exception! Any rule changes or clarifications during the course of the year will be published at www.i80speedway.com and will be considered as an official part of rules.

Numbers from the previous season will be held until March 1, 2020 BRLM reserved numbers can be obtained by calling Drei Hampel 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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