



2021 I-80 Speedway NASCAR BRLM Rules

Revised 12/15/2020

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 MID MOTOR PLATE IN AN ORANGE POUCH SECURELY
ATTACHED WITH THE SILVER PLATE FACING THE TRACK SURFACE.

***Rules printed are matching to IMCA Late Model rules, changes are in bold print. Drivers may run a complete IMCA Late Model package.**

***[IMCA rules 2,3,4,5, and 6 refer to body dimensions at (Imca.com)]**

***Cars that meet Lucas Oil Late Model Body Rules are also acceptable (Body Rules ONLY) Refer to Lucas Oil Late Model rules 12.1 to 12.10 and car illustrations at (<https://lucasdirt.com/driver-dashboard/>)**

1. SAFETY EQUIPMENT: Rules apply at all times car is on track. Snell rated SA2010, SA2015 or SA2020 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 recommended, 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'. **Master Battery Disconnect Highly Recommended either in the drivers compartment or located on left rear deck area behind driver's seat.**

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 15 lbs. weight break.

B). 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 AND a commercially manufactured full containment seat, you will be allowed a 15 lbs. weight break.

For clarification someone running an automatic fire system, a Hans Device and containment seat as described above would be allowed to race at 2320lbs before any weight penalties below are applied.

2. FRAME: Must be constructed of two inch by two inch square steel tubing, or minimum 1.75 inch round tubing - with minimum 0.083 wall thickness. Minimum wheelbase of 103 inches, maximum 105 inches, both sides.

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, 18 gauge or 0.049 inch minimum thickness, must be securely welded or bolted to driver side door bars. Minimum 16"x26".

5. BODY: No composite, carbon fiber or plastic body panels allowed except roof rock guard and hood scoop. No fins or lips anywhere along length of car. Interior must be attached to the top of the doors and quarter panels and must taper gradually towards the center of the car with a maximum 5 inch drop. Maximum body width at bottom of doors is 82 inches. Minimum ground clearance is three inches. Must have approved 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, must be mounted in line, and must resemble all aspects of drawing (**Center Spoiler Brace must have no more material than outside braces but may have less, a center strap or rod is acceptable**). Right side inner panel permitted. No complete car covers, rear tail cover allowed in personal pit area only. No rear filler panel required. Car number must be minimum four inches thick and 20 inches tall and clearly visible, on both sides, top and back of car, and front, if possible.

6. DRIVER COMPARTMENT: Minimum three windshield bars in front of driver (**Rock screen across from roll cage down bar to roll cage down bar highly recommended**). 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. Aluminum high back seats only, must be bolted in with 0.375 inch bolts. No mirrors. No driver-adjustable devices allowed while car is in competition except brake adjuster and right front brake shut-off.

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.

A). The use of a gas pressurized shock on the left rear in front of the rear axle tube is permitted. The use of any other 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 the shock on the LR in front will require the addition of 25lbs 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 25 lbs. on one side or split between both sides of the car.

10. SPRINGS: One steel coil spring per wheel only. Exceptions are: left front "take up" spring allowed and one additional spring allowed on pull bar. All coil springs must be maximum 16 inch (or less) free height with 0.5 inch tolerance. 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.

12. REAR END: Quick changes allowed. Standard weight aluminum or steel (**.250" Max Thickness**) 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, **siping**, **needling**, or grooving. 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 (No Inner Bead Locks or screws, Bead locking device can only be on visible side of wheel)**, cannot make wheel any wider than 14.75 inches. Foam type or securely bolted plastic or aluminum mud plugs allowed on any wheel.

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: Maximum two inch tall spacer between carburetor and air cleaner base. No air dams or devices allowed to increase air flow to carburetor outside of air cleaner. No cold air boxes, air cleaner duct work, or 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.

(A) SPEC ENGINE: 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. Must run 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.

(B) CRATE ENGINE: One naturally aspirated two- or four barrel carburetor only with Holley OEM or OEM replacement booster. Aerosol carburetor is allowed. No ICT type boosters allowed. If carburetor spacer is used, use Speedway Motors part #545-64940 or Moroso part #64940 carburetor spacer only. Maximum 0.100-inch thick gaskets only, one on top and one on bottom of spacer.

18. FUEL: Spec engines - Gasoline only, **non-oxygenated** racing fuel allowed. No performance enhancing additives or pressurized fuel systems. Fuel must pass both dielectric meter and chemical tests for additives.

Crate engines - **Non-Ethanol** Gasoline, **Non-Oxygenated** racing fuel, E-85, or 99.9% pure methanol allowed with no additives (**This Includes Top Lube**). Fuel sample may be taken from any car at any time.

19. WEIGHT: All cars must weigh minimum 2,350 pounds after race with driver (This is base weight before any weight options are added or subtracted) The Adjusted Weight for your options is required to be placed on the left front roof post clearly marked for scaling purposes. Ballast must be painted

white with car number on them. Must be securely fastened to frame or roll cage with minimum two 0.5 inch steel bolts, inside body panels, not on rear bumper. No ballast and/or loose objects in driver's compartment. Only carbon fiber components allowed are rock guard, hood scoop and driveshaft.

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.

21. GAUGES/ELECTRONICS: No cell phones, unapproved cameras, transmitting or listening devices (exception is one-way Race Receiver 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. All spec engines MUST use maximum 8,000 rpm rev limiter. All crate engines MUST use maximum 6,800 rpm rev limiter. **All bragging rights/grand national engines must use maximum 7,000 rev limiter.** This may be accomplished using one, non-adjustable, unaltered ignition box with one high-end rev-limiter chip or an internal setting inside box. \$1,000 fine for altered rev-limiter components. 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. No crank triggers. 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 upper ball joints to center of number one spark plug hole. Maximum setback is eight inches.

24. (A) IMCA SPEC ENGINE: 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 ENGINE: Must use unaltered sealed GM 604 crate engine with additional IMCA Cable-Lok system – **Or NESmith/Crate USA Seals**. Upon inspection, any different, altered or missing GM seal bolts or IMCA Cable-Loks will result in penalty. GM seal bolt exception is IMCA approved and issued Cable-Lok repair system, 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. **Crate engine not GM sealed or without IMCA/NESmith Crate USA Seals will have a weight penalty of an additional 50 lbs., must still be crate legal by GM rebuild specs.**

GM 602 Crate Engine is allowed, must Be GM Sealed/Imca /NeSmith Crate USA Cable Sealed, Allowed to run at same weight as 604, 2" Plastic or aluminum carb Spacer (Open or 4 hole only no taper or blending allowed. 6400 Chip Max

(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 # 5081or # 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) 0.950 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). PROTEST PROCEDURES:

1. Any horsepower or enhancing item may be protested for \$100.
2. Tires may be protested or \$250 each to pay the laboratory fee.
3. No charge protest to give someone a fix It ticket for future races.
4. Any fines must be paid before you can race again at I-80 Speedway.
5. Fines must be paid in bill denominations of \$20 bills or larger
6. I80 Speedway reserves the right to inspect any part or piece at any time, this may include requiring engine to be removed from car for inspection/dyno purposes.

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, 2021 BRLM reserved numbers can be obtained by calling Office at 402-342-3453 or email: lisa@kosiski.com.

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