2021 I-80 SPEEDWAY
NASCAR Stock Car/Pro-Am Rules

Revised 12/5/2020

Revisions Underlined

***** 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 24 INCHES BEHIND CENTER OF REAR END IN AN ORANGE POUCH SECURELY ATTACHED WITH THE SILVER PLATE FACING THE TRACK SURFACE.

CARS ALLOWED TO RUN FOR THE STOCK CAR CLASS

I. Coil Spring Stock Cars are permitted and have to comply with 2021 style IMCA rules with a 2950 lb. weight rule. Rules for this class will be listed before our pro-am rules.
II. Pro-Am Rules1970-1981 Camaros may use factory style spoilers or a homemade triangular spoiler of 4 ½ inches. No deck lid/rear spoilers or blades on any coil spring style car.
III. Hobby Stock type cars are allowed to run using IMCA type rules exception intake, carburetor. May run any hobby, proam or stock car type tire. NO Minimum Weight

ProAM Rules are stated behind the stock car rules. ProAM rules 25-27 including weight rule.

1) **SAFETY**
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 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. All cars are required to have an SFI 16.1 or 16.2 lap belt, crotch belt and shoulder harness, 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'. If the battery is located in the driver's compartment, it must be securely fastened and fully enclosed. A fully charged fire extinguisher in a secured bracket, within the driver's reach must be in the race car at all times.

2) **FRAME**:
Any OEM full body rear wheel drive passenger car, 1964 or newer, full frame or unibody. Minimum 107.5-inch wheelbase, maximum one inch difference from side to side. Exceptions are: 1980 or newer Ford two door unibody may be installed on 1978-1987 GM full frame OR full frame (shortened to minimum 107.5-inch wheelbase). Chrysler engine may be put in 1978-1987 GM full frame, and may use 1995 or newer two door Chrysler unibody. 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 0.095-inch wall thickness. Factory seam must remain visible. Unibody must tie rear frame to front frame. Frame 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 a minimum wall thickness of 0.095 inch, *low carbon or mild steel recommended.* 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 full 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 from top of door. Must be minimum 40 inches between outside edge of front and rear down bars at top of door panel. Maximum 76 inches from back of engine block to top front page of rear hoop. Top halo must be minimum 40 inches across, and 29.5 inches front to rear, 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 confined of body, no wider than stock frame horns. Required rear kickers (down bars) and engine hoop must be minimum 1.25 inch OD 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 OD tubing. All bars must be inside body. Foot protection bar required.

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 frame (1) and from rear down post to five inches in front of seat. Must be visible for inspection.

5) **BODY:** Must be an approved, unaltered OEM body and centered over wheel wells (front to rear and side to side). Body and engine make must match. May use 1988-to present GM front wheel drive, two door body, on 1978-1987 GM 108-inch wheel base full frame. 1970-1981 Camaros must use factory wheelbase. Sunroofs and T-tops must be enclosed. Metric body can use OEM appearing aftermarket fiberglass roof and A-pillars, Shell Valley part #F1015-81-88MCRW; B and C-pillars must remain OEM dimensions. OEM appearing aftermarket plastic nosepiece (minimum 8 inch ground clearance) OEM appearing aftermarket plastic nose and tailpiece allowed (*recommended to match body).* All body panels may be gutted, including fenders, doors, hood, roof, quarters and trunk, but must remain original size. Overlapping of body panels permitted. OEM or aluminum aftermarket replacement hood allowed with maximum six-inch bow, or maximum 3.5-inch-tall plastic hood scoop (part#MD3040 or similar). Combination hood scoop and bow not to exceed six inches. Hood must have factory feature lines, be separate from fenders, in OEM location, with rear sealed off from driver compartment with metal. Hole in hood allowed for air cleaner clearance only. All inner wheel wells may be removed. OEM or aluminum aftermarket replacement trunk lid allowed. Rear edge of trunk lid may be trimmed and rear tail light support removed only if aftermarket tailpiece is used. Trunk floor must be removed over rear end housing, entire trunk floor may be removed. All windows must remain open, except operate windows maybe covered with clear lexan, no decals. All roof pillars must remain OEM, exception is 'B' pillar maybe trimmed to minimum two-inch width and must remain within OEM location. Maximum seven-inch metal sun visor may be added to top of windshield opening. Wheel openings may be trimmed for tire clearance. No spoilers, lips or fins. Aluminum or plastic rocker skirt/flare allowed on door and rear quarter panels. Cannot extend outside tires, minimum 4-inch ground clearance. 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. No Station Wagons, Camaros, Firebirds or Mustangs.

6) **DRIVER COMPARTMENT:** Minimum of three windshield bars in front of driver. Aluminum high-back seat only, must be bolted in using minimum 0.375 inch bolts. Seat must remain inside all confines of roll cage. Maximum 70 inches from back of the engine block to the front side of seat, measured at the shoulder harnesses. Driver must be sealed off from track, driveline engine and fuel cell. Kick and rocker panels may be removed. Front OEM firewall maybe replaced using steel fabricated full firewall, 18 gauge or minimum 0.049-inch thickness. Entire firewall can be no further back than 12 inches from the back of engine block, measured horizontally. Dash must not extend more than 24 inches back from top of firewall. Dash must be flat, rear can be no higher than front, except for cowl in front of driver. OEM floor pan may be replaced using steel fabricated floor pan, 18 gauge or minimum 0.049-inch thickness, securely welded to frame. Floor pan maybe replaced from front firewall to rear halo supports. Must remain flat/OEM appearing from frame rail to frame rail, can be higher or lower than frame rail. Exception is maximum eight-inch-tall driveshaft tunnel. Tunnel must remain similar to OEM tunnel in size. No cockpits, interior must remain open. Inner panel on outside of passenger door bars allowed, cannot connect to top of door. Full rear firewall may be aluminum or steel and may be located no further forward than rear halo supports and no higher than bottom of rear opera windows. All holes in firewalls must be covered with metal. No driver-adjusted devices allowed while car is in competition except brake adjuster. No mirrors.

7) **FRONT SUSPENSION:** All components and mounts must be steel, unaltered OEM, in OEM location and match frame. Rubber, nylon or steel lower A-frame bushings only – no offset or bearing type. No sway bars. Exceptions are: weight jacks allowed – must be in original centerline of spring tower; OEM upper A-frame mounts may be moved or replaced with aftermarket steel non-adjustable mount matching upper A-frame bolt on design: OEM or OEM replacement ball joints allowed, no screw-in ball joints; any OEM upper A-frame may be replaced using aftermarket upper A-frame. **Shock must be mounted outside spring pocket on lower A-Frame; maximum one, 3 inch wide opening side of spring pocket for shock clearance.** Non-adjustable single hole welded shock mount only; no screw jack type shock mounts. No suspension stops of any kind allowed.

8) **STEERING**: No rack and pinion. 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 knuckles and steel steering shafts (collapsible recommended) Quick release required – steering quickened and steering wheel may be aluminum.

9) **SHOCKS:** One steel nonadjustable unaltered shock per wheel. **Maximum 7 inch stroke on front shocks and maximum 9 inch stroke on rear shock.** All shocks must completely collapse at any time. **No shock can pre-load or pin any spring.** No external or internal bumpers or stops. No coil over, air, or remote reservoir shocks. No Schrader or bladder type valve allowed. No coil over eliminators. One or all shocks maybe claimed per event for $50 each, Competitor must have run two consecutive weekly events to claim.

10) **SPRINGS:** One steel closed end spring per wheel only. Minimum 4.5 inches O.D., maximum 16-inch free height, non-progressive coil spring only. Front coil springs must be 9.5 inch free height with 0.5 inch tolerance. Rear coil springs must be 11-16 inch free height with 0.5 inch tolerance. No spring rubbers allowed. 1970-1981 Camaros must use rear leaf springs.

11) **REAR SUSPENSION:** All components and mounts must be steel, unaltered OEM or OEM replacement, in OEM location, and match frame. No independent rear suspension. OEM appearing one piece full rubber or nylon control arm bushings only, no offset or bearing type. Single hole welded stock mount only. Exceptions are: weight jacks allowed, coil springs may be moved – front to back, but center line of axle tube can be no further forward than the front of spring, or no further back than rear of spring, but spring must remain vertical left to right: shocks may be moved, but must remain behind housing: rear end lower control arm mounts maximum 7.5 inches long, may have maximum five holes for adjustment. Shocks may be moved, **and may use adjustable upper shock mount**, but must remain behind housing and have minimum remain behind housing, and have minimum 4.5 inches of extension travel at ride height during inspection. Lower coil spring perch must be welded to axle tube. Upper control arm mounts on rear end must be level with each other. No sway/panhard bars. No suspension stops of any kind allowed.

12) **REAR END:** Any steel approved OEM passenger car or truck non-cambered rear end (housing and carrier) allowed. Safety hubs (floater) allowed. No sway/panhard bars. All components must be steel, exceptions are: lowering blocks, axle and U-joint caps, and drive flange may be aluminum. No adjustable lowered blocks. One inch inspection hole in housing required. Full steel spool, steel mini spool or welded rear end only. Steel axles only. No quick-change devices. One piece drive flange only. No torque-dividing differentials. No scalloped ring gears. Heavyweight axle tubes (max .250" wall) or housing braces.

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. All front bumpers must be mounted minimum six inches from front frame horns. Steel bumper mounts only. No sharp edges allowed on bumpers, rub rails or bolts. One of two bumper options must be used and must be OEM height: OEM; Bumpers not covered by plastic nose or tailpiece must be complete, unaltered OEM, capped to fender with steel, welded or bolted. No bars past outside edge of body other than rub rails. Aftermarket: Fabricated tubular bumpers allowed, but must be covered by plastic nose or tailpiece and bent to fit with rounded ends. Front bumper bar must be minimum 1.5 inch O.D. (maximum two inch) with 0.083-inch (maximum 0.125 inch) wall thickness. Rear bumper must be minimum 1.75 inch O.D. With 0.120-inch wall thickness.

14) **TIRES/WHEELS: NASCAR/IMCA stock car type car tire rule will be the Hoosier IMCA stamped G60-15 on all 4 wheels. Tire Rule for NASCAR Pro-Am Type cars: IMCA stamped G60-15 on all 4 wheels or American Racer medium compound P265/60-15 D tread style tire. Anyone running the American Racer tires will have to add 100 lbs. to their total weight. The American Racer tire is not an option for anyone running the IMCA stock car full package** Pro-Ams are allowed to cut 1 ½ inches on the outer rib of tire with a # 4 blade on the American Racer Tire only. No chemical softening, conditioning, or grooving of tires. Tires may be ground or straight siped within confines of thread (not past factory straight line). Only stock factory-built steel wheels not to exceed 8" can be used. Steel Spoke or Mod look-a-like permitted. Rims must be reinforced to prevent their loss during racing. Double centers welded into the original rim are recommended on all wheels. Spacer or offset wheel, or a combination of the two allowed, but cannot exceed two inches total offset per wheel. Aluminum wheel spacers only. May use NASCAR approved bead lock, on right rear only. External, steel bead lock only and it cannot make wheel any narrower than eight inches and no wider than 8.75 inches. Steel bolts only. Foam type or securely bolted plastic outer mud cover allowed on right side wheels. Outer mud cover mounting tabs and rings must be integral to the wheel or bead lock or be securing welded to the wheel. Aluminum inner mud cover allowed on left rear only. No bleeder valves. Steel lug nuts only. **Recommended washing tire with water only. Warning soaps and cleaning products may be detected as chemicals or altering the tires and is subject to disqualification, fines and suspension.**

15) **BRAKES:** Steel, unaltered OEM, or unaltered OEM replacement, operative four wheel, drum or disc allowed. Front components must match frame and maintain minimum OEM dimensions for hubs/rotors and calipers, cannot be lightened. OEM diameter caliper pistons only. Both pattern may be changed. Larger studs allowed. Vented solid surface rotors only, no scalloped or ceramic coated rotors. Rear rotors may be aftermarket 0.810 inch thick (new). No floating rakes. No brake shut-off or pressure sensitive devices. One front to rear proportioning device allowed. Brake lines must be visible. Aftermarket pedal assembly allowed.

16) **EXHAUST:** Round tube headers only. All primary header tubes must enter directly into one collector at same point at end of header. Collector and turn down length maximum nineteen inches' total. Must remain dual exhaust, no crossover or "Y" pipes. No exhaust through body panels or fenders. Pan-Evac system allowed. No exhaust sensors, merge collectors, extensions, inserts, cones or balance tubes.

17) **FUEL SYSTEM:** Racing fuel cell required, maximum 22 gallons (*12 gallon recommended).* Must be minimum 20-gauge steel container. Must be securely fastened in trunk above top of rear frame rails, 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 0.125 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 cell mounts. Fuel cell vents, including cap vent, must have check valves. 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 only, 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 duct work. Mechanical OEM type push rod fuel pumps only. *Fuel shut-off recommended.*

CARBURETOR (see engine options below). Unlimited cubic inch engines must use unaltered 350 c.f.m. Holley – part no. 0-80787-1- with no modifications, or part no. 0-7448 which may be modified to meet the specs of part no. 0-80787-1. Holly carburetor components only. Any driver caught with non-350 Holley on unlimited cubic engine will be disqualified from the event, lose all I-80 Speedway points for the season, fined $1,000 and suspended for 30 days. Air bleeds cannot be removed, .076-inch maximum diameter. Limited cubic engine must use unaltered 500 c.f.m. Holley – part no. 0-4412, **0-4412SA**, may be modified to Holley HP Dorton part no. 0-80583-1 specs only. All float bowls must face forward. Carburetor adapter/spacer allowed, maximum 1.20 inches thick, including gaskets. Carburetor may be exchanged (same cfm for cfm), following same procedure as engine claim. Driver claiming carburetor may not claim engine or shocks on same night.

18) **FUEL:** Gasoline only. Racing fuel allowed. No E85. No performance enhancing or scented additives. Fuel must pass both dielectric meter and chemical tests.

19) **WEIGHT:** Minimum weight limit of 2,950 pounds, no tolerance, after race with driver in car. No ballast and/or loose objects in driver compartment or outside body and must not be visible. Ballast must be securely mounted to frame or roll cage and painted white with car number on it. Must be attached with at least two 0.5 inch bolts. No titanium, magnesium, carbon fiber or tungsten products. No gun-drilled, tubular, hollow bolts or studs. Steel fasteners only

20) **BATTERY/STARTER:** One 12-volt battery only, no lithium batteries, must be securely mounted between and above top of 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.

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 (including tach). No electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach. One 12 volt, unaltered, non-adjustable, ignition box allowed only change allowed to ignition box is one high-end rev-limiter or an internal setting inside box. All 500 cfm carburetor engines MUST use max 7,400 rev limiter chip. This may be accomplished using an ignition box with one high-end rev-limiter setting or internal setting inside box. $1,000 fine for altered rev-limiter components. No electronic advance curve ignition 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 magnetos or crank triggers. OEM type alternator with internal regulator allowed. No electronic traction control devices.

22) **TRANSMISSION/DRIVE SHAFT:** Must have at least two forward gears and one reverse, plus neutral position. With motor running and car in still position, must be able to engage car in gear and move forward, then backward. Only OEM production type transmissions allowed – two speed, three speed, four speed and automatic. No five speed (or more) transmissions, “in and out” boxes, or quick change devices allowed. Functioning shift levers must be in OEM location. Flywheel/flexplate must be bolted directly to end of crankshaft, and pressure plate must be bolted directly to flywheel/flexplate. One flywheel/flexplate only, and all driveline components within bellhousing must rotate consistent with engine RPM while car is in any gear. Unaltered flexplate must be full OEM, or OEM replacement.
Manual: Must be OEM or OEM replacement case and have a working 7.25-inch minimum diameter, steel and/or aluminum, single or multi-disc clutch inside explosion-proof steel bellhousing – minimum 270 degrees round top of clutch/flywheel area.
Automatic: Must remain in OEM or OEM replacement case, with a functioning OEM appearing pump. Aluminum OEM bellhousing may be replaced with aftermarket explosion-proof steel or aluminum bellhousing. Original OEM bellhousing must have approved scatter shield constructed of minimum 0.125 inch by three-inch steel, 270 degrees around flexplate. Manual bump starts allowed.
Aftermarket Mannual: Must be IMCA approved, aluminum case, with internal clutch. Must bolt to explosion-proof steel bellhousing, and use full, steel, unaltered OEM or OEM replacement flexplate with starter mounted in OEM location. No coatings or paint allowed on transmission case. No ball-spine transmissions.
Drive Shaft: Minimum two-inch diameter steel drive shaft, must be painted white. Steel slip-yokes only. 360-degree drive shaft loop required and must be constructed of at least 0.25 inch by two-inch steel, or one inch tubing, mounted six inches back from front U-joint. All Cars using the GM 602 crate engine option may use an aluminum case Bert, Brinn or Falcon transmission with internal clutch, steel drive hub only may use a factory GM style aluminum bell housing. Transmission case cannot be painted or use any coatings. No ball spline transmissions.

23) **ENGINE COMPARTMENTS:** 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 (see frame exceptions). For 1978-1987 GM frame

and engine combination, center of GM fuel pump must be located minimum 1.75 inches in front of cross member. GM frame and cross member may not be altered for GM engine placement. Engine mount holes cannot be removed or altered on block. Aftermarket engine mounts allowed, including mid-plate. Radiator must be located in front of engine. Cooling system may be modified. Overflow tubes must be directed to ground. No vacuum pumps.

24) **IMCA ENGINE OPTIONS AND SPECIFICATIONS:** All cars must clearly display on both front roof posts which carburetor/engine option they are competing with, 350 or 500. Must be contrasting in color from body, minimum 2-inches tall and display 350 or 500. **Markers not acceptable.** Any American make engine allowed. Steel heads, block and oil pan only. OEM passenger vehicle production block only. No GM Bowtie, Ford SVO or Chrysler W blocks. Castings and fittings cannot be changed, no machine work on outside of engine. OEM firing order cannot be changed (GM: 1-8-4-3-6-5-7-2). Steel or aluminum water pumps allowed. No electric water pumps allowed. 'Wet' sump oiling system only. Accumulator allowed – cannot be located between seat and door bars. **INTAKE:** Unaltered, approved OEM cast iron low rise, two- or four-barrel. Only aftermarket aluminum intakes allowed are: Weind GM #7547, #7547-1; Ford #7515, #8023 or #7516; Chrysler #8022; Edlebrock GM #2701, #2716, Ford #7121m #7181, #7183; Chrysler #2176. No porting or milling allowed on any intake. Exception is OEM cast iron plenum webbing may be removed, maximum one inch down. Cooling lines allowed on aluminum intakes. Disqualification, loss of points, and $250 fine if any unapproved alterations are found to intake.

   a. **350 cfm CARURETOR ENGINE:** No cubic inch or compression limit. Flat tappet cam/lifters and stud-mounted rocker arms only. No shaft, offset or pedestal rocker arms. No titanium engine components. No stud girdles. No mushroom lifters, lift diameter and configuration must match OEM passenger block. Full roller rocker arms allowed.
   b. **500 cfm CARBURETOR ENGINE:** Maximum 361 cubic inches (GM), 363 (Ford): 370 (Chrysler). GM approved block numbers are 10105123, 10066034, 3892657, 3914660, 3914678, 3932388, 3932386, 3956618, 3970000, 3970006, 3970010, 3970014, 10066033, 10066036, 10243880, 14010207, 14010209, 14010287, 14016376, 14016379, 10054727, 14088528, 14088548, 14088552, 14093638, and 14101148. Stroke must match block. No 400 or larger cubic inch parts allowed. 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 30-day suspension. Maximum compression ratio is 10.5 to 1, no tolerance. Flat top or dished 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 tappet cam and lifters only, cannot alter lifter bores. Mandatory one inch inspection hole in all pans – no obstructions to crank and rods.
   c. **CYLINDER HEADS:** Steel only. Must be unaltered approved OEM and original minimum 76 cc combustion chamber (GM). Only GM OEM approved head numbers are: 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3933454, 3876487, 3973487, 3973487X, 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, 3970126. Maximum sized values on these heads are 2.02-inch intake 1.60 exhaust. May use Stock Replacement (SR) cylinder heads: Engine Quest (EQ) GM part number CH350I. (EQ) Chrysler part number CH318B, World Products Fort part number 53030 – 1.250 inch (+- .015 tolerance) maximum O. D. value 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). No porting, polishing or unapproved alterations allowed to ANY cylinder head, disqualification and $250 fine if illegal. (Exception is fit milling allowed.) Guide plates, screw-in shouldered studs (0.375-inch max) and polylocks allowed. No stud girdles. Full roller rocker arms allowed. GM – 1.250 inch (+- .015 tolerance) maximum O.D. valve springs with magnetic steel retainer and maximum 5/16 inch pushrods, no beehive valve springs allowed. Unaltered OEM type harmonic balancer only.

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25) **PRO-AM Rules**

ENGINE-OPTION 1 (Non-Crate Engine)

1. Engines must be mounted in the stock position. Furthest forward spark plug minimum 2" ahead of the upper ball joint.
2. Engines following specified stroke: GM 3.48”, Ford 3.50” and Mopar 3.578”. The Maximum bore for any engine is 4.060 inches. Any piston allowed. Final compression ratio is 11.0 to 1 maximum. NO tolerance! Roller rocker arms are optional.
3. Engines not using standard stroke see weight rule for penalty.
4. Engines larger than 360 Chevy 364 Ford 370 Dodge with a compression ratio of 11 to 1 see weight rules for penalties.
5. No aluminum blocks or heads. Aluminum water pumps are allowed. Engine must be self-starting. All casting numbers must remain unaltered in any way. No titanium engine components allowed**.**
6. Chevy Vortec cylinder head with casting number 12039906 or casting number 12558062 that have a 64CC combustion chamber, a 170CC intake port, 1.940” Int/1.500” Exh valves Chevrolet Performance Part number 12558060. No alterations to the head including porting or polishing and valve size must remain stock. You must use intake manifold Edelbrock 2716 and Must add 50 lbs. extra to all weights listed under weight rules.
7. Intermarriage of engines will not be permitted unless the GM crate engine # 88958602 is used. No roller or mushroom lifter cams, rev kits, stud girdles, shaft mounted rocker arms or dry sump oiling systems allowed.
8. Intake and exhaust**:** I-80 reserves the right to swap intakes with any ProAm competitor.

9. Spec. Intakes are mandatory. SB Chevy - Edelbrock 5001, 2101, or 2701. Ford - Edelbrock 5081, 2181, 2750-2, or 2665-4. Chrysler 360 - Edelbrock 5076 or 2176. No modifications of any type are allowed. Must remain unpainted. You may use any track approved carb spacer/adapter that doesn't exceed 1 1/2" including gaskets on a 500 carburetor and 1" including gaskets on a 350 carburetor. Spacer and gaskets will be removed from intake and measured. **NO TOLERANCE.**

26) PRO-AM ENGINE CLAIM OR PARTS OF ENGINE CLAIM OPTION-1

1. There will be no engine claims with 14 or less registered cars & drivers. When 15 or more cars and drivers all registered cars and drivers must take at least 1 green flag in order to qualify as a car/driver. This rule applies at any event. NASCAR licenses required at NASCAR sanctioned events.
2. Engine Option 2 (Crate Engine) is NOT claimable. IMCA Stock Cars can only claim or be claimed by other IMCA Stock Cars. No cross-claiming between classes allowed.
3. Head/Intake claim is $150 AND exchange heads and intakes. Valve covers, pushrods, and intake accessories are not included in claim. Rocker arms and nuts always go with the heads.
4. $500 cash claim on engine, $25 of this goes to wrecker or I-80 Point Fund to pull engine. A wrecker or I-80 hoist must pull the engine. Claimed Driver has the option to exchange engines. Claiming driver pays both $25 pulling fees in the event of an exchange.
5. Claim DOES NOT include: Flywheel, Clutch, Pressure Plate, Bell-housing, Headers, Carburetor, Starter, Motor Mounts, Sending Units & Switches, Carb Adapter, Fan & Pulleys, Clutch Ball, Clutch Arm, Throw Out Bearing, Dip Stick, Water Pump, Fuel Pump, Distributor, Plug Wires, Harmonic Balancer (except OEM).
6. First four (4) position finishers (whether running or not) are subject to claim by any other driver finishing fifth (5th) on back in feature, finishing on the same lap as the leader. Driver allowed one claim only per event. NO more than 2 claims per race season. No one who owns more than one car and finishes in the top 4 can claim.
7. Driver making claim must drive his car directly to the scale, then the claim area under his own power, immediately after the finish of the race. Only driver, one crewman and Officials allowed inside claim area. Claimer's Motor must be legal to claim another legal motor.
8. Claims must be made within 10 minutes of end of feature race, and claimed/exchanged engine/heads must be removed within one hour from the end of claim time limit. Exceeding the time limit for removal of engine (or heads) will result in the loss of points and/or money earned for that race, at the discretion of the Officials. Promoter may claim any driver within 10 minutes-no exchange. Motor to be sold by sealed bid, excess funds go to the point fund.
9. Claim must be made to the Chief Technical Inspector or Tech Official with headsets that can immediately contact track officials and correct cash must be presented at the time the claim. Driver does not need to carry the money.
10. First sell or no sell by driver being claimed is binding. The engine may not be started once a claim has been made until the claim process is completed.
11. Only the driver may claim, accept or refuse a claim, or exercise the exchange option. Claimed driver has 5 minutes to make his decision. Driver must take car to claim area. If more than one driver claims the same car, a drawing will be held to determine who claims.
12. Refusal to sell forfeits ALL cash, contingency awards, points and trophies earned that night any driver refusing to sell, when claimed within the rules, loses his right to claim in any class for the remainder of the point's season.
13. First refusal to sell will result in $500 fine. Second refusal to sell will result in $1000 fine any driver found to be claiming a motor for anyone other than himself will be disqualified from further competition for 2 weeks and forfeit all points earned to date and all prize money and awards for the night.
14. All claimed engines must be removed at the track. Once claim is accepted it is binding on both parties, including exchanges. Any sabotage to a claimed or exchanged part will result a $500 fine.
15. Any driver using any device which is intended to deceive other drivers to give the appearance of a "blown" engine will forfeit all points, cash, contingency awards, and trophies earned that night, be subject to a $250 fine.
16. No driver may claim more than twice per season, and can only claim a driver once during the current season. Claim is in effect on opening night and a driver must have finished in the top 16 in season points the previous year to claim the first two nights. After the second night, a driver must have raced the 2 previous race nights and at least 50% of the races held to date to claim.

27) PRO-AM ENGINE OPTION 2 - CRATE ENGINE

The following engines will be legal at I-80 Speedway: GM crate engine # 88958602. The Ford and Dodge crate motors have not yet been determined. Engines may be interchanged within manufacturers' lines.

a) May run any 2-barrel carburetor up to 500 c.f.m. with a 1 ½" spacer plate measured with gaskets or any 4-barrel carburetor up to 850 c.f.m. with a 1" spacer plate measured with gaskets. No tolerance.
b) All carburetors are subject to a claim rule of $500.00 for either a 2 barrel or 4-barrel carburetor.
c) All engine casting numbers stamped on the engine will be left on the block at the bell housing area.
d) No epoxying of block numbers will be allowed. Block numbers will be stamped by inspector if needed.
e) Gasoline can be premium grade unleaded pump gas or racing fuel. No alcohol or oxygen bearing additives allowed.
f) Anyone found altering or attempting to increase a crate engines performance will be fined as follows: $1,000 driver and $1,000 owner or $2,000 if owner and driver is 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.

g) Only mechanical engine block mounted fuel pumps allowed. No piston type fuel pumps allowed. Electric or belt driven fuel pumps are not permitted.

A) WEIGHT RULES – All cars will BASE off IMCA Style Stock Car with IMCA style engine and carb packages with a weight of 2950 lbs.

1. All weight rules will include driver after the race.
2. No weights and/or loose objects in driver compartment or outside body and must not be visible. Weights must be securely mounted to frame or roll cage and painted white with car number on it. Must be attached with at least two 0.5 inch bolts. No titanium, magnesium or carbon fiber products. No gun-drilled, tubular, hollow bolts or studs. Steel fasteners only.
3. Weights may be changed at any time by I-80 officials at their discretion to maintain even competition.
4. Pro-Ams Using Engine option 1 following specified stroke: GM 3.48", Ford 3.50" and Mopar 3.578". The Maximum bore for any engine is 4.060 inches. Any piston allowed. Final compression ratio is 11.0 to 1 maximum. Using a 500 (4412 carburetor.) The weight rule will have an additional 200 lbs to the base weight. (Total = 3150lbs)
5. Pro-Ams using engine option 1 Motor under 360 CI Chevy, 364 CI Ford and 370 CI Dodge and not using a specified stroke with a final compression ratio of 11 to 1 maximum must run a 500 (4412 carburetor). Must pass I-80 Speedway carburetor rules. And add an additional 250 lbs to the base weight. (Total = 3200 lbs)
6. Pro-Ams using a Motor larger than 360 CI Chevy, 364 CI Ford and 370 CI Dodge with a final compression ratio of 11 to 1 maximum must run a 350 cfm 2-barrel carburetor with a maximum of a 1" engine spacer (including gaskets) must pass I-80 Speedway carburetor rules and will have an additional 250 lbs. to the base weight. (Total = 3200 lbs)
7. Pro-Ams Using Engine Option 2 (Crate Engine GM #88958602 or #19258602) **6200 chip rule** with a Bert, Brinn or Falcon transmission the weight will have an additional 100 lbs. to the base weight. (Total = 3050 lbs.)
8. Any Pro-Am using the American Racer Medium compound P265/60-15D must add 100 lbs in addition to any weight listed under your engine specifications. IMCA full package cars are not allowed to run this tire.
9. All Cars must clearly display on both front roof posts which carburetor and engine weight rule they are running. Must be minimum of 2 inches tall not markers acceptable.

28) PROTEST RULES

a) 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.
b) 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.
c) Track officials have right to reject any protest.
d) Chassis/Engine Protests (Excludes Crate Engine Protest): The cash protest fee 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 all points and 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.
e) The cash protest fee for a Crate Engine DYNO RUN PROTEST is the current cost of the dyno run (approx. $350) + $50 for the wrecker plus $100 ($500 total). If the engine does NOT comply with the prescribed HP limits, the protestor receives all of his money back and the penalties described in SECTION AA (#6) 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 the protested driver keeps $100.
f) Other Crate Engine Protests: The cash protest fee for any other engine protest is $200 plus $100 for the sealing bolts ($300 total). Only one item may be protested per event and the cash protest fee must be given to an 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, please refer to section AA (#6) and it will lose all points and money for that night and protester will be returned his/her $200 plus the $100 for the sealing bolts. If the car is found to be legal, $200 is given to the car in protest.
g) All Illegal parts and/or illegal crate engines will be marked and kept by the track.

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.neracewaypark.com and will be considered as an official part of rules.

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.

Numbers from the previous season will be held until March 1, 2020
Stock Car reserved numbers can be obtained by calling
The Office at 402-342-3453 or email: lisa@kosiski.com.

Tech Info:

Rick Holling at 402-515-1635 or email ricotech92@cox.net
Lisa at 402-342-3453 or email lisa@kosiski.com

I-80 Speedway Office

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