



Dash Rules 2008-2009

ALTHOUGH EVERY EFFORT HAS BEEN DIRECTED TOWARD COMPLETE, UNDERSTANDABLE, AND CORRECT RULES, AS WELL AS THE SAME FACTOES IN PUTTING THEM INTO PRINT, I-70 SPEEDWAY OFFICIALS CANNOT POSSIBLY ANTICIPATE EVERY SITUATION, CIRCUMSTANCE, OR INTERPRETATION.

THE DEFINITION OF “STOCK” MEANS “NO MODIFICATIONS TO FACTORY PARTS OR FACTORY SPECIFICATIONS.

THE ABSENCE OF A SPECIFIC RULE DOES NOT IMPLY APPROVAL, CONSENT, OR PERMISSION REGARDING THAT SUBJECT. ANY QUESTIONS OR DOUBTS REGARDING THAT SUBJECT, AND ANY QUESTIONS OR DOUBTS REGARDING SUCH MATTERS, SHOULD BE DIRECTED TO I-70 SPEEDWAY OFFICIALS. READ TRACK GENERAL RULES.

1. **COMPETING MODELS:** Cars must be four cylinder, water cooled, two wheel drive and normally aspirated. Front or rear wheel drive. Wheel base minimum 86” maximum 108”. Maximum tread width measured outside of tire to outside of tire is 73”. Fuel injection or Holley 7448 carburetor. (See Carb/Fuel Injection Rules for details)
2. **GENERAL BODY REQUIREMENTS:** Factory steel stock appearing bodies only. Bodies must follow original dimensions of factory production. Roof and body lines can not be altered. No convertibles or station wagons, pickups or jeeps. Factory stock fire wall and floor pan required on both sides. No sharp body or bumper edges permitted. Hood and trunk lid must be pinned down. All glass and loose items must be removed. No boxing in of interior to right of driver. Covering of the exhaust is legal but driver must be able to exit out right side of vehicle. Motor and body must be same make.
3. **ADDED CAR WEIGHT:** If weight needs to be added it must be securely fastened, cannot be in driver’s compartment. Weight must be painted white with car number on it. All weights must be lead and in no less than 5lb increments, preferably bolted in a weight box. Race vehicles losing weight on the racetrack will be disqualified and weight will be retained by I-70 Speedway. Dislodged weight cannot be returned for weighing after the race.
4. **CAR WEIGHT AFTER RACE:** Left side weight cannot exceed 56%. Minimum weight 1900 pounds. Maximum weight 2550 pounds.
 - a. 8-valve engine will weigh one pound per cc of displacement. This applies to engines with ported heads and or larger valves. The Esslinger aluminum cylinder head unported or polished for the Ford 2.3 will follow under this rule. Maximum displacement for 8 valve ported 2550cc.
 - b. 8-valve engine with stock valves sizes and stock ports will weigh 0.94 pounds per cc of displacement. Maximum displacement for 8 valve non-ported 2659cc.
 - c. 12 valve engines ported and or with larger valves will weigh 1.1 pound per cc of displacement. Maximum displacement for 12 valve ported 2272cc.
 - d. 12 valve engines with stock valve sizes and stock ports will weigh 1.04 pounds per cc of displacement. Maximum displacement for 12 valve non-ported 2403cc.
 - e. 16 valve engines with ported and or larger valves will weigh 1.14 pounds per cc of displacement. Maximum displacement for 16 valve ported is 2100cc
 - f. 16 valve engines with stock valve sizes and stock ports will weigh 1.14 pounds per cc of displacement. Maximum displacement for 16 valve non-ported 2200cc
 - g. Special exception for the Pontiac 2.3 16 valve. Only the front wheel drive Pontiac car is permitted. It will be allowed to run at 2500 pounds for the 2008 season. Pontiac must run stock bore and stroke.
5. **DISPLACEMENT AND WEIGHT IDENTIFICATION:** The cars displacement and minimum racing weight for head configuration must be displayed on both sides of the hood in 3 inch tall lettering.
6. **FRONT AIR DAMS:** Must be a minimum of 4 inches off the ground. May be fabricated.
7. **REAR SPOILERS:** One factory rear spoilers in the stock position, or fabricated rear spoiler 4” clear Lexan only. No side extension on the fabricated rear spoiler. May not extend past rear body.

8. WINDSHIELD/WINDSHIELDBRACES: Full Lexan front windshield required. The windshield/Earnhardt bar must extend from the roof bar on the racecar's center line and bend downward and follow the back of the windshield as close as possible through the top of the dash and attach to a support under the dash, Minimum bar spec 1.5 x 0.83. Top 5 inches across the windshield must be left vacant for I70 sponsor identification.
9. REAR WINDOW: No window required, however if one is desired it must be Lexan.
10. SIDE WINDOW GLASS AND WINDSCREEN: All cars must have an approved rib type, made from minimum 3/4 inch, maximum one inch wide nylon material with a minimum one inch square opening between the ribs, window net in the driver's side window at all times the car is on the track. Window nets must latch at the top of the car so that window net hangs down on door or inside door when unlatched. The bottom of the window net must be connected to the door bars and the top should be attached to roll cage if possible.
 - a. Lexan front window allowed but no deflection of wind and cannot be longer than 8 inches measured along top of the door.
 - b. Rear side windows of Lexan are approved but can not deflect wind. Must be one straight piece.
11. HEADLIGHTS/PARKING LIGHTS: Must be removed and replaced neatly with sheet metal or aftermarket nosepiece.
12. REAR VIEW MIRROR: Rear view mirror must be mounted at the top and center of the car. No side mirrors. Wink type three-dimensional mirrors are permitted with a maximum width of 26". Rear view mirror cannot be extended outside the car.
13. DASHBOARD: Dash must be replaced neatly with sheet metal. No boxing in of interior.
14. FIREWALL: Original complete factory floor pan, firewall and rocker panels with original dimensions required.
15. All doors must be welded shut. Steel fabricated door skins are approved but must have bodyline of original car. Door may be gutted.
16. FENDERS, QUARTER PANELS AND ROCKER PANELS: Fenders, quarter panels and rocker panels must be factory steel. The front inner fenders and wheel wells may be cut out from the strut tower forward. Fender flares may be used to cover tires, but must be acceptable to track officials and cannot have sharp edges. Edges must be rolled. The rear inner fenders may be cut out but there must be a good firewall in place.
17. GRILLS: Outside chrome moldings must be removed. Aftermarket nosepieces are allowed.
18. HOODS AND ROOFS: Safety pins in hood must be used. Hoods must be original factory steel. Hood scoops may not exceed 3" tall and must be closed on all sides with no openings to the outside. Original factory roof with original dimensions required. Minimum roof height 46". Roof height measured 10 inches behind the top of the windshield to the ground.
19. BUMPERS: Factory or bumpers that support aftermarket noise piece are approved. Bumpers may be fabricated but must be covered with aftermarket noise piece in front or stock bumper covers on both ends. All cars must have a mandatory secured loop to the front and rear of the car for towing purposes.
20. IDENTIFICATION AND MARKING: All car numbers must be applied in bold, contrasting colors. No reflective (mirror) material. Door numbers must be at least 18 inches height and neatly attached to both sides of the car. A number 24 inches high must be attached to the roof, reading from the passenger's side. Numbers must be at least 4" wide.
21. ENGINE LOCATION: No motor setback or off set. Approved Engines must be in original position for Make and Model of the car. Solid motor mounts may be used.
22. ENGINE BLOCKS: Must be standard production OEM block. No aftermarket blocks. Engines must have all identification numbers
23. PISTONS AND RODS: Pistons must be flat top pistons, or stock configuration only. Magnetic steel rods only.
24. OIL PANS AND OIL COOLERS: Aftermarket oil pans are approved. No dry sumps. Oil coolers allowed.
25. CYLINDER HEADS: Cylinder must be OEM.
26. CRANKSHAFT AND HARMONIC BALANCER: Crankshaft must be magnetic steel.
27. CAMSHAFT: No roller cams
28. VALVE LIFTERS: Steel hydraulic or solid lifters only. No mushroom or roller lifters permitted. Lifters must be original size for engine block being used. No rev kits permitted.
29. ROCKER ARMS: Roller rockers allowed on push rod motors only.
30. INTAKE: Intake manifolds must be stock OEM only, manufactured for the engine used. Esslinger manifold #2724 is approved for Ford engines. Esslinger manifold cannot be altered in any way. No homemade intakes. Porting of intake manifold allowed except on Esslinger manifold. The Holly 350 CFM 2 barrel carburetor can be adapted to fuel injection manifolds subject to Tech inspection.
31. CARBURETOR SPECS: The approved carburetor is the two barrel 350 CFM (Holley 7448 only).
 - a. Body of carburetor: No reshaping, polishing, grinding or drilling of additional holes permitted. The maximum size of the bleed holes in the top of the carburetor will be 0.080 inch for all four holes.
 - b. The choke may be removed, but all screw holes must be permanently sealed. Choke horn may not be removed.
 - c. Boosters may not be changed. Size and shape must not be altered. Height must remain standard.
 - d. Venturi area must not be altered or reshaped in any manner, Cast ring cannot be removed.
 - e. Alteration to allow additional air to be picked up below the opening or the venturi such as altered gasket, base plates and drilling holes in to the carburetor will not be permitted.
 - f. Base plates may not be altered in shape or size.
 - g. Butterflies: Stock butterflies must not be thinned or tapered, idle holes may be drilled in butterflies. Screw ends may be cut even with shafts but screw head must remain standard.
 - h. Accelerator pump discharge nozzle may not be changed.

32. CARBURETOR AND GASKETS: Spacer must be centered on intake manifold. No taper, bevels or any modifications will be permitted. A one-piece two-hole paper gasket maximum 0.065 inch thickness that matches the exterior dimensions of the carburetor throttle plate must be installed between the carburetor and spacer. A one-piece paper gasket maximum 0.065 inch thickness must be installed spacer and intake manifold. Carburetor adapters limited to a 2" height. If a spacer is used it is included in the 2 inch height rule for the adapter. No funneling devices or devices designed to get more air in to the engine will be permitted. No spacer permitted on Esslinger intake.
33. CARBURETOR JETS: Carburetor jets must be same type as supplied by carburetor manufacturer.
34. FUEL INJECTION: OEM or aftermarket fuel injection is allowed only on transverse mounted engines. Must be on stock intake manifold for the engine being used. A restrictor may be placed in the inlet of the throttle body. Implementation will be determined by the Technical Director.
- a. All air for the engine must inter through the restrictor. This includes idle air.
 - b. The restrictor will be permanently attached to the throttle housing before the throttle plate
 - c. The restrictor will be no more than 0.500 inches thick.
 - d. The restrictor hole will be round with no beveling or taper to the hole.
 - e. No funneling devices before or after the restrictor
 - f. The hole will be perpendicular to the face. There will be no beveling or rounding on the corners.
 - g. The size of the restrictor will be 1.870 inches or larger, implementation and size will be determined by the Technical Director.
 - h. The restrictor will be tested with a go, no go gauge.
 - i. The air cleaner will attach as close as possible to throttle plate.
 - j. All air for air cleaner must enter from behind the radiator. No cold air intake.
35. CARBURETOR AND AIR CLEANER: Only round type air cleaners with metal top and bottom. Top and bottom must be same size. No cowl induction systems. No funneling of air or heat shields. All air shall be filtered through the filter.
36. AIR INTAKE: Cowl air induction will not be permitted. Absolutely no ducts or baffles permitted on or leading to the air cleaner or element. Fresh air openings or any type will not be permitted in the hood or cowl area.
37. IGNITION SYSTEM: Electronic distributors are permitted. All distributors must be mounted in stock location and be engine driven. Only one ignition coil permitted. No driver adjustable timing controls.
38. SPARK PLUGS: Any make or brand of sparkplug allowed. Only one working spark plug per cylinder.
39. ALTERNATOR: The alternator system when used must be working with in specifications and mounted on the front of the engine in standard location.
40. STARTER: Only OEM type production starters permitted and must be in stock location.
41. BATTERY: Battery must be securely mounted. If mounted in driver's compartment it must be covered. No battery can be mounted in the fuel cell compartment. Only one standard automotive battery, not to exceed 16 volts, will be permitted. Battery box cannot extend below frame.
42. ELECTRICAL SWITCH LOCATION: All electrical switches must be operable and must be located within reach of the driver except the labeled on-off switch which must be located on the front of the dash panel in the center. The on-off switch must be wired to the battery cable in a manor that would cut power off to all electrical power to the vehicle.
43. ACCESSORIES: No onboard computer or other recording devices. No traction control devices. No lap timing devices or speed sensing devices are permitted.
44. WATER PUMP: only mechanical water pumps in stock location.
45. FAN. Stock fans or one electric fan will be permitted on the backside of the radiator only.
46. FAN SHROUD AND DUCTS: Air directional baffles or deflector will not be permitted between the radiator and the engine firewall.
47. RADIATOR: One radiator mounted in the stock location will be permitted. Aluminum radiators are allowed. The only bracing allowed in front of the radiator is front loop. All cars will be required to have the overflow of the radiator discharge into a catch can of no less than 1 quart size. No anti-freeze permitted.
48. ENGINE LUBRICATION: Any type motor oil allowed. Oil filter must be located in the engine area. Wet sump only. No dry sump.
49. ENGINE EXHAUST SYSTEMS: Exhaust system must be mounted in such a way to direct spent gases away from cockpit of vehicle and away from areas of possible fuel spillage. Headers allowed. Exhaust must exit behind the driver's seat on either side. Exit pipe may not stick out of body more than 1/2'. No scavenge lines. Exhaust must be boxed with sheet metal if it runs through firewall and above floor pan. Mufflers Optional.
50. DRIVE TRAIN: Drive shaft must be made of steel and must be painted white. Two safety hoops made of steel and a minimum of 2" by 1/4" must go around the drive shaft. The safety hoops should be mounted 6" from the front and rear of the drive shaft.
51. CLUTCH AND FLYWHEEL: All cars run a flywheel. Mini clutches allowed. No couplers or RAM clutches. Flywheel, clutch and pressure plate must be bolted to the crankshaft in the normal OEM manor. All cars must have a working clutch. Gas, brake, and gas pedals must be mounted in stock location.
52. BELL HOUSING: Safety scatter shields or plated gas pedal area highly recommended.
53. TRANSMISSION: OEM stock transmission. Straight stick or automatic transmissions. Automatic transmissions must run torque converter. No gutting of torque converter. Car must be able to go forward and reverse from a complete stop. No removing gears from standard transmissions.

54. REAR AXLE: Any stock passenger car rear end may be used on any make of car. Rear axle cannot be locked. Front drive cars cannot be converted to rear drive and rear drive cars cannot be converted to front drive.
55. WHEELS: All wheels will be 13" with a maximum width of 7". Steel wheels only.
56. TIRES: Track tire will be the I-70 Speedway Spec Tire.
57. FRAME REQUIREMENTS: Unitized bodies must be tied together. It is highly recommended that the drivers compartment be boxed with a minimum of 2X2 0.120 wall square tubing above the floor pan. The four post roll cage should be tied into the square tubing. From rear fire wall all bracing must be done above the rear end and floor pan. Stock front and rear unibody must be in original position but can be braced. From the strut tower forward the inner front may be cut out and replaced with tubing. From front strut tower back, firewall must be original unitized frame. From rear axle back can be cut out and replaced with tubing.
58. SUSPENSION: Front suspension must match body, including year of car. If car body used utilizes struts then struts must be run. Coil springs may be changed. Rear leafs may have shackles. Front struts may have a plate for caster and camber adjustment. Right lower control arms may be extended 2" to gain negative camber. Stock suspension bushings or polyurethane, no spherical bearings or solid bushing allowed.
59. COIL SPRINGS AND TRAILING ARMS: Three-link suspension approved on rear end, however only stock rear trailing arms with stock bushings or polyurethane bushings allowed. Brackets on the rear end only may be made adjustable to square the rear end. No heim joint or homemade trailing arms. No adjustable lower trailing arms on rear suspension. Racing springs allowed. No coil overs. Coil over eliminators allowed on rear only. Springs must be in stock location. Leaf spring cars may use coil springs. Pan hard bar (track rod) and third link may be adjustable and use heim joint ends. Third link and pan hard bar (track rod) may be adjustable for height but not from inside drivers area.
60. SWAYBARS: Aftermarket stock OEM style front or rear adjustable sway bars allowed. May not be adjustable by driver inside the car.
61. SHOCK ABSORBERS: Racing shocks legal. Must be in stock location.
62. SPINDLES, WHEEL BEARINGS AND HUBS: Tie rods, spindles, steering and all suspension parts must remain stock and utilize stock mounting positions. Outer Tie Rod ends may use adjustable heim joints for bump steer adjustment. Heim Joints must be a Chromemoly heim joints.
63. GROUND CLEARANCE: Minimum ground clearance 4 inches body and frame.
64. WEIGHT SHIFTING DEVICES: Adjustable spacers and weight jacks are optional. No adjustment from inside drivers compartment.
65. BRAKES: All cars are required to have 4 corner operation bakes at all times. All brakes components must be stock for the make and model of car being used. Only round magnetic rotors permitted. Rotors cannot be drilled, slotted or grooved. Brake rotors must bolt to the spindle. No floating brake rotors permitted. No floating brake calipers permitted. Brake proportioning systems inside driver's compartment are not allowed. OEM disc brakes allowed on rear.
66. FUEL: The base fuel is "Citgo Racing Fuel". No additives or mixing of fuel allowed. Fuel when tested must meet track fuel in specific gravity and digitron meter readings. Any measurements outside of the parameter means automatic disqualification. Nitrous Oxide systems are not allowed. No cooling of fuel.
67. FUEL CELL: Single fuel cell with foam and vent check valve only. Maximum fuel cell size 16 gallon.
68. FUEL CELL AND FUEL CELL CONTAINER INSTALLATION: Fuel cell must be contained in a 22 gauge steel (minimum) fuel cell container. Fuel cell must be securely mounted in the trunk area of the car with at least 4 steel straps, two inches wide around the cell. A firewall must be placed between the fuel cell and driver, with holes filled. Fuel cell height can have no adjustment and a minimum of 10" ground clearance is required at all times. Fuel cell must be filled by opening rear deck lid. No outside fill spouts or holes in trunk lid permitted. Vent check valve required.
69. FUEL LINES: Fuel lines not permitted inside driver's compartment. If fuel line runs through the drivers compartment it must be shielded inside a steel conduit.
70. FUEL PUMP: Mechanical or electrical fuel pumps. Electrical pumps must be wired through oil pressure switch on the positive side or through the fuel injection control unit. Fuel pump must shut off when engine is not running with key on.
71. EQUIPMENT AND GERNERAL ACCESSORIES: It is recommended that drivers wear fire retard suit and gloves at any time car is on track. It is recommended that all drivers mark suits and helmets with their blood type. Neck collars are highly recommended.
72. HELMETS: Full-face helmets are recommended with the latest Snell Foundation label.
73. SEAT BELTS AND SHOULDER HARNESS: All cars must be equipped with a minimum 3" lap belt and 3" shoulder harness with crotch strap that must be fastened to the frame or roll cage. Belts cannot be frayed. Belts should not be over three years old.
74. SEATS: Only high back steel or aluminum seats permitted. Seats must be securely fastened and bolted to the roll cage of the vehicle.

75. ROLL CAGE:

- a. Round magnetic steel tubing 1 3/4" inches by 0.090 inch minimum seamless roll over bars are compulsory for the basic roll cage. No offset roll cages will be permitted after 2006. Aluminum and or other soft metals not permitted. Roll bar connections must be welded. Offset cage cars who competed prior to the 2007 season may receive a special exemption. You must have your cage approved prior to competing.
- b. All cars are required to have the basic and typical roll cage. A minimum of a 6 point roll cage (four point main roll cage with two kicker bars) Must be used and securely welded to the frame/unibody of the car with a minimum of 3 door bars on the left side and 2 on the right side. Minimum size 1 3/4" x 0.090. Minimum of two kicker bars going from the top of the roll cage to the rear of the car is required. The main 4 point roll bar be welded vertical on the top of both right and left frame rail /unibody, in the same position, then upward above the driver's head and across the in side of the roof panel. One and 1/2 inch by 0.090 seamless allowed on kickers bars. All bars and braces must be inside the confines of the car and window openings. The driver's head must not be above the roll cage with the driver strapped in the set with helmet on. All roll cages must be electric welded. No brazing or torch welding permitted. For safety reasons, all cars must have left door bars plated with minimum of 11 gauge steel from post to post and top to bottom. The windshield/ Earnhardt bar must extend forward from the roof bar on the racecar's centerline and bend downward and follow the back of the windshield as close as possible through the top of the dash and attach to the support bar under the dash. Minimum 1.5x0.083 on transverse dash bar.

76. FIRE CONTROL: It is recommended that car be equipped with a fully charged Halon #1301 on board fire suppression system. The Halon bottle cannot be located left of the drivers seat. Minimum requirement is a 2.5 lb fire extinguisher with metal mounting brackets.