



Super Late Model Rules

Evergreen Speedway – Monroe, WA

2011 NASCAR Super Late Model Rules

(Revised 2/09/2012)

IT IS THE RESPONSIBILITY OF THE DRIVER TO SEE THAT HIS/HER CAR COMPLETELY SATISFIES THE RULES. ALL RULES ARE SUBJECT TO INTERPRETATION OF THE TRACK OFFICIALS. ANY EQUIPMENT THAT THE OFFICIALS CONSIDER EXOTIC OR NOT IN THE INTENT OF THE RULES WILL BE CONSIDERED ILLEGAL FOR COMPETITION. IN THE INTEREST OF FAIRNESS, THE RULES MAY BE ADJUSTED TO CREATE A BALANCE IN COMPETITION

All model, engine or equipment changes not addressed in this or the NASCAR rule book must be submitted for consideration or approval not less than 5 days prior to the date of intended usage in competition. All equipment is subject to the approval of track officials. No equipment will be considered as having been approved by reason of having passed through inspection unobserved, undetected, or considered legal in previous season's rules. Any equipment which does not conform to specifications or tolerance contained in the NASCAR rule book, will not be eligible for approval during 2011. In event of conflict between rule sets, this rule set over rules those produced by NASCAR. Decision of officials is final.

20B-1 SEALED/UN-SEALED/ENGINE/IGNITION VIOLATIONS AND PENALTIES

A. SEALED COMPONENT VIOLATION. Alteration and/or tampering with any required seals deems that part in-eligible for competition and will be confiscated; subjecting team(s) to any or all of the following penalties, fines or suspensions. Penalties for any of these violations are not subject to appeal and decisions are final.

1. Broken seals are subject to inspection. If deemed broken through no fault of the team, the component(s) will be re-inspected and a new seal provided with no penalty to the team.

2. Alteration or modification of any sealed component will cause that component to be illegal and will subject the team(s) to automatic disqualification from that event, confiscation of the component, forfeiture of all monies and/or contingency awards,

an indefinite suspension and additional fines and penalties as deemed appropriate by Evergreen Speedway officials.

3. Seals deemed tampered with or altered, cause the engine to be ineligible for competition and will be immediately impounded. Impounded engines will be returned to the authorized engine supplier, at the team's expense, for re-certification. At the conclusion of the testing if the engine has been deemed altered or modified, the team(s) will be subject to disqualification from the event, forfeiture of all monies and/or contingency awards, confiscation of the engine, an indefinite suspension and additional fines and penalties as deemed appropriate by Evergreen Speedway officials.

20-B1.1. UN-SEALED COMPONENT VIOLATION

A. Speed enhancing alteration or modification of un-sealed component(s) is not permitted. Components in violation will be confiscated and subject to automatic disqualification from the event, forfeiture of all monies and/or contingency awards, and suspension.

20-B1.2. IGNITION VIOLATION

A. Tampering with or modification of the ignition system including the approved GM ignition box and Rev Limiter (with approved chip) will subject the team(s) to an indefinite suspension from further competition at Evergreen Speedway, a loss of event monies and contingency awards, and a loss of all season long championship points.

20C-1 COMPETING MODELS

20C-1.1 Evergreen Speedway Super Late Model races are open to eligible 2000 through 2012 models of Chevrolet, Ford, Dodge and Toyota.

20C1.2 APPROVED COMPETITION MODELS

The following cars are eligible models approved for competition as manufactured by Five-Star or ARP bodies. NOTE – No “Downforce” style bodies will be allowed.

CHEVROLET: Monte Carlo/Impala

DODGE: Intrepid/Charger

FORD: Taurus/Fusion

PONTIAC: Grand Prix

TOYOTA: Camry

OTHER APPROVED MODELS

Other models may be selected when available providing they are the same in body configuration and meet the spirit and intent of competitive racing as currently evidenced in this series.

20C-2 GENERAL CAR BODY REQUIREMENTS

20C-2.1 CAR BODIES

The car body must meet the following requirements; All relevant height dimensions listed herein will be measured by officials with chassis at four inches, all four corners.

A. Standard production or after market metal or fiberglass approved bodies may compete with an approved crate engine. The 2000 through 2011 eligible bodies will be volume production models as selected and approved by NASCAR. (See paragraph 20C-1.2).

B. Cars must be neat appearing. Interior must be painted.

C. Original dimensions of all bodies must remain as manufactured. Hoods, fenders, bumpers, bumper covers, and grills in top quality condition.

E. No streamlining allowed, such as nose (no seaming off bottom side of nose) radiator grills, windshields, bumper cover modification or use of under pans. Cars must remain standard in appearance. Grill must be stock standard height and width and mounted in stock location. Any race damage must be repaired and approved before use in competition of next event. Tape may be used on grill screen.

F. Full windshield and rear window in good condition compulsory. Windshields and rear glass must be installed in their original standard positions.

H. Fenders may not be cut or altered and must be acceptable to NASCAR Officials.

I. Interior area of car must be completely enclosed from front to rear firewall. Minimum gauge on all panels is 22-gauge (It is highly-recommended you use 22-gauge steel.) The floor area on the right side of the seat may be raised to the top of the drive shaft tunnel and extended to the right door panel. All interior panels must be welded or use steel pop rivets. Drivers area must be fully separated from outside and underneath of car by interior panels.

K. Cars must be equipped with complete set of bumpers and must be in top quality condition. All cars must maintain the minimum weight requirement. All specified minimum weight requirements will be with gas, oil, and water (with driver).

20c-2.2 Car Weights

Minimum weight 2700 GM Crate "604", or "2900 lbs open motor or tour 9:1 at 58% left side weight.

20C-2.3 Added Weight

Added weight must be in block form of no less than (5) pound blocks (no pellets). Added weight must be securely bolted in place. Dislodged weight cannot be returned to car for weighing after race. Weight blocks will be painted white with car number applied

20C-2.4 Car Weights—After Race

When cars are weighed after a race, only water, oil, and gas may be added. Wheels and tires cannot be changed, but an amount equal to one (1) percent of the gross weight will be added for loss in weight due to race wear.

20C-3 Detailed Car Body Requirements

In addition to the General Car Body Requirements specified in paragraph 20C-2, the following Detailed Car Body Requirements shall be observed. All relevant height dimensions listed herein

will be measured w/chassis at four inches, at all four corners. Body panels must remain unaltered, and as originally produced by Five Star or ARP. No trimming of any kind permitted.

20C-3.1 Spoilers

NASCAR Officials must approve all spoilers before installation. An approved spoiler must be a nonadjustable part of the body, which controls the flow of air over one surface only. Spoiler sizes will be reviewed as testing and/or race competition dictate, and adjustments may be made during the testing, official practice, or prior to events such as time trials and/or qualifying races, etc.

20C-3.1.1 Front Spoilers/Air Dams/Skid Plates

Approved front air dams must maintain a minimum ground clearance of four (4) inches. All support brackets must be mounted to the rear of the air dam. Skid plate size not to extend more than 2" past any edge of oil pan in any direction.

20C-3.1.2 Rear Spoiler

A nonadjustable spoiler must be attached to the rear of the car. All cars must use a rear spoiler 6.5 inches in height and 60 inches in width. Zero tolerance for variation. The spoiler must maintain the same contour as rear of the car. Spoilers to be 3/16" – 1/4" inch flat clear polycarbonate glass and control the flow of air over one (1) surface only. Rudders or forward mounting brackets are not permitted. Braces permitted to rear only.

20C-3.2 GLASS

20C-3.2.1 Windshield

Only clear Lexan glass is to be used. The windshield must be a minimum of 1/8 inch thick and have a minimum of three (3) metal straps or braces 1/8" inch x 1" inch installed inside the windshield. The straps must be bolted to the roof panel or roll bar at the top and dash panel at the bottom with 5/16 inch bolts. The straps must be installed in a manner, which will not obstruct the vision of the driver. Windshield must be securely fastened to bodywork. May be pop-riveted or bolted in place.

20C-3.2.2 Rear Window

Only clear Lexan glass is to be used in the rear window opening. The Lexan glass must be a minimum of 1/8 inch thick. No tint permitted. The rear window must be securely fastened to the bodywork. May be pop-riveted or bolted in place.

20C-3.2.3 Side Window Glass/Window Screen

A nylon mesh window screen must be installed in the left side door glass opening. The window screen may be a rib type, made from 3/4-inch wide nylon material with a minimum of one (1) inch square opening between the ribs or mesh style. The minimum window screen size shall be 22 inches wide by 16 inches high. All nets subject to approval of officials. All window screen mounts must be welded to the roll cage. The window screen, when in the closed position, must fit tight and be secured with a quick release type latch. Driver and passenger side windows must not exceed 12" as measured along top of door panel from intersection of door and roof pieces. Driver and passenger side window openings will be of the approximately the same size opening.

20C-3.2.5 Rear View Mirror

Wink type three (3) dimensional mirrors permitted with a maximum width of 26 inches. Driver's side mirror permitted. Mirrors cannot extend outside lines of car.

20C-3.3 Dashboard

All cars must have a complete dash.

20C-3.4 Firewall

- A. All racecars will have a full firewall of no less than 22 gauge.
- B. All firewalls must be sealed with no holes between the engine and driver's compartment.

20C-3.5 Doors

All doors must be securely fastened to the front fender and rear quarter panel.

20C-3.6 Fenders, Quarter Panels and Rocker Panels

The fenders, quarter panels, and rocker panels must meet the following requirements:

- A. If cutting the fenders or quarter panels for tire clearance is needed, the original tire opening contours must be followed and you must have permission of officials before doing so. Tire and wheels must remain inside the body. On all model cars, the maximum distance when measured from the ground to the top of the quarter panels at the rear spoiler. The left & right sides will not exceed 35".
- B. All fenders must be flared to cover the tires, left and right side must match.
- C. Modifications to the rocker panels are not permitted. Rocker panels must remain straight and parallel with the frame rails. Five Star or ARP produced rocker panels are preferred. If not used, replacements must be flush (same plane as surface of door) with door and have no contour or "shape".

20C-3.8 Hoods, Roofs

- A. Hood must close in original position and maintain original configuration.
- B. Hood must have positive fasteners, right side, left side, center, and when required, rear.
- C. No holes permitted in hood for cooling. No hood bubbles or scoops will be permitted.
- D. An opening, if used, 2 1/2" x 20", may be cut in the hood behind the carburetor air cleaner to allow fresh air to the carburetor.
- E. All roofs must be the same size and shape as a stock production roof,

20C-3.9 Rear Deck Lids/Trunk

- A. The rear deck lid area must maintain the same dimensions and bodylines as a standard production car. The deck lid must be able to be opened for inspection purposes. Positive pin fasteners must be used on the right and left sides of the deck lid.
- B. Fuel cell compartment firewall must be constructed no less than 22 gauge see rule 20C 3.4

20C-3.10 Bumpers

The bumper panels must meet the following:

- A. Bumper panels must be installed in the standard location for the make and model car being used.
- B. Steel tubing must be used to reinforce the front and rear bumper panels. The tubing must not

be exposed and must remain behind the bumpers.

C. The rear bumper panel must be solid with no holes permitted. Rear bumper panel must remain unaltered, and as produced by Five Star or ARP. No trimming of any kind permitted. Damage must be repaired and pass official inspection.

20C-3.11 Identification and Marking

NASCAR'S PUBLIC IMAGE POLICY: NASCAR reserves the right, in the public image of the sport, to assign, to approve or disapprove any advertising, sponsorship or similar agreement in connection with any event. All NASCAR members agree to accept NASCAR'S decision in this regard.

All cars must comply with the following identification and marking requirements: NASCAR reserves the right to assign or restrict the display of decals, identification, and advertising on racecars.

A. Officially issued numbers must be at least eighteen inches high and applied on both sides of the car. Only single or double-digit numbers will be permitted. The front edge of each door and full front fenders should be available for the placement of series sponsor decals. A number 32 inches high must be applied on the roof, reading from the driver's side. Numbers must be legible. Foil numbers of any kind are not permitted.

B. A white six-inch number Arial Italic font, must be displayed on the upper right hand corner of the windshield.

C. All numbers will be assigned by the Speedway Office (360) 805-6100.

20C-3.12 Car Body Measurements

The Five Star Referee will be used to measure compliance of bodies (see ABC guidelines for measurement procedures). Measurement will be taken weekly on the following: Front overhang will not exceed 47" as measured from the centerline of the front tires. Roof height as measured 10" back from the windshield edge will not be less than 47". Rear overhang as measured from the center of the rear axle back to leading edge of spoiler where it meets the deck lid will not exceed 48" **Maximum body width is up to one and a half inches outside of the tires.** Templates may be used to check any cars, which have questionable body dimensions or configuration. Decision of the NASCAR Officials will be final.

20C-4 GENERAL ENGINE REQUIREMENTS*:

COMPRESSION ENGINE 2900LBS:

Stock production V-8 cast iron engines only. Maximum 360 CID for Ford and GM engines. Maximum 365 CID for Mopar engines. Dry sumps allowed

Roller cams allowed

Stock production cast iron or Dart cast iron heads allowed. Aluminum heads and roller cam may be run on tour legal motor and must run a Tour Legal 390 cfm carburetor only. Aluminum

Brodix "spec" head, part number SPCH,SPFO,OR SPMO, only. No port matching allowed on any head. Titanium valves ok.

Aluminum or cast intake allowed. No porting, polishing, or deburring of runners allowed. 1" maximum port matching permitted on runners from the gasket surface where the intake bolts to the head only.

Headers are allowed. Header style and tube size optional.

Any Holley carburetor permitted with a base plate hole diameter 1-11/16" maximum. Only a one (1) piece solid carburetor spacer, maximum 1" thickness may be installed between the carburetor and the intake manifold. An open or four (4) hole spacer may be used. Spacer must be straight cut with no taper or bevel. For example: If you have a four (4) hole spacer and it measures 1-3/4" at the top of each hole, it should measure 1-3/4" all the way through to the bottom of the 1" spacer with NO shelves, steeping, extra holes, tapered, or beveled edges allowed. The same goes for the open spacer. If it measures 3-1/2" at the top, it should measure 3-1/2" all the way down to the bottom of the 1" spacer with NO shelves, steeping, extra holes, tapered, or beveled edges allowed. Maximum air filter element size: 4" x 16" with a solid cover. Must be dry, paper type element. No K & N filters or K & N covers allowed.

All cars will be allowed a 2" engine setback. Ford and Mopar cars are allowed 3". Engine setback will be measured from the farthest forward Left side spark plug hole to the centerline of the ball joint. No tilting or angling of engine. A 10" minimum crankshaft height must be retained

Electronic distributors are permitted, must be stock type housing, equipped with a magnetic pick up, gear driven and mounted in stock location. No magnetos allowed. No traction control.

All **GM-604** engines used for competition at Evergreen Speedway must be sealed from the manufacturer or certified engine freshener. Cope Brothers Machine, Inc. (Tacoma, WA. 253-531-1776) will be the only certified Dyno Test Facility. The Speedway reserves the right to impound, confiscate or replace any competitors' engine at any time. Any competitor refusing impound, confiscation or replacement will be disqualified from the event and all future events until the engine issue has been resolved. Disqualification includes forfeiture of monies, points and contingencies earned for that event in addition to possible fines. Teams may be subject to further penalties as deemed necessary based on inspection of engine. Teams fined or penalized for engine infractions must satisfy those fines/penalties to be eligible for further competition.

A. The GM sealed, crate engine, part # 88958604, is the ONLY sealed, crate engine allowed. An 11" minimum crankshaft height must be retained on all crate engines.

B. The GM crate engine is allowed in any body. GM to Ford, GM to GM, GM to Dodge, GM to Toyota.

C. NO aftermarket harmonic balancers allowed. You may use the GM 6-3/4" harmonic balancer, part # 12551537, or the GM harmonic balancer that comes with the crate engine.

D. It is mandatory to use the GM valve springs, part # 12551483, and 1.5 ratio rocker arms, part # 12367345, on all GM sealed crate engines.

20C-5 DETAILED ENGINE REQUIREMENTS

No changes from the NASCAR approved standard production Automobiles or component parts will be permitted except as specified in the following NASCAR rules for engine preparation. In addition to the General Engine Requirements specified in paragraph 20C-4 the following Detailed Engine Requirements shall be observed.

20C-5.1 Engine Location

All engine locations must conform to the following requirements:

A All engines must be located so the center of the forward most spark plug hole of the engine is a maximum of two (2) inches rearward of the centerline of the upper ball joints.

B. On all engines, the center of the crankshaft must be within one ~~(1) inch~~ **(2) inches** of the centerline of the tread width.

20C-5.2 Engine Ground Clearance

The engine ground clearance will be measured from the center of the crankshaft at the water pump belt pulley. A minimum of 11 inches from the center of the crankshaft to the ground must be maintained at all times. **(10 inch minimum on Open Motors).**

20C-5.3 Engine Mounts

Engine must be securely and squarely mounted in standard way and subject to NASCAR approval.

20C-5.10 Carburetor / GM Crate "604" motor only

- A. Holley 650 CFM 4150 HP Part Number 8054-1, "box stock" is mandated, no exceptions. Carburetor must be securely fastened to the intake with one (1) .0625-inch (1/16") or smaller flange gasket. Spacers or drop-in spacers, alteration, physical changes, machining, re-shaping or tampering with any part of the original parts, internal or external, is prohibited. Only Holley replacement parts are permitted for use and MUST match original parts: Jets, Bleeds, Needle and Seat, Emulsion bleeds, power valves, Accelerator pump nozzles, Accelerator pump cam. Only allowable changes to carburetor are jet sizes, accelerator pump size and accelerator pump cam, and squirters.**

Open Motors: Any Holley carburetor permitted with a base plate hole diameter 1-11/16" maximum. Only a one (1) piece solid carburetor spacer, maximum 1" thickness may be installed between the carburetor and the intake manifold. An open or four (4) hole spacer may be used. Spacer must be straight cut with no taper or bevel. For example: If you have a four (4) hole spacer and it measures 1-3/4" at the top of each hole, it should measure 1-3/4" all the way through to the bottom of the 1" spacer with NO shelves, steeping, extra holes, tapered, or beveled edges allowed. The same goes for the open spacer. If it measures 3-1/2" at the top, it should measure 3-1/2" all the way down to the bottom of the 1" spacer with NO shelves, steeping, extra holes, tapered, or beveled edges allowed. Maximum air filter element size: 4" x 16" with a solid cover. Must be dry, paper type element. No K & N filters or K & N covers allowed.

- B. Evergreen Speedway reserves the right to impound and/or confiscate any carburetor at anytime during or after an event. Failure to comply with this will subject teams(s) to disqualification from the event and forfeiture of all monies and points earned for that specific event as well as subject the team to additional penalties and or probation. Failure to relinquish a confiscated carburetor or component(s) result in an indefinite suspension from competition at Evergreen Speedway until such time as illegal**

part has been received by Speedway Officials as well as satisfaction of any fines. Confiscated parts deemed illegal will become property of Evergreen Speedway.

20C-5.10.4 Carburetor Gasoline Filter

No glass fuel filters allowed.

20C-5.11 Fuel Injection or Supercharger

Fuel injection, superchargers and or nitrous oxide are not permitted.

20C-5.12.1 Carburetor Air Cleaner and Air Filter

A. Only a round dry paper type air filter element maintaining a minimum of 12 inches and a maximum of 16 inches in diameter will be permitted. The air filter element must maintain a minimum of 1 1/2 inches and a maximum of four (4) inches in height. All air shall be filtered through the element. The air filter may not be sprayed or soaked with any type of chemicals or liquids.

B. Only a round metal air cleaner, or Fivestar Mfg. airbox is permitted. The top and bottom of the air cleaner must be solid and must be the same dimensions. A maximum of a one (1) inch up is permitted from the air filter element to the edge of the air cleaner top and bottom. The air cleaner housing must be centered on the carburetor. It is permissible to attach a shield to the front area of the air cleaner housing up to a maximum of one half of the air cleaner circumference. It can be no higher than the height of the air cleaner filter. No tubes, funnels, or any other device, which may control the flow of air, is permitted inside of the air cleaner or between the air cleaner and the carburetor.

C. Air boxes will be permitted on all cars.

20C-5.12.2 Air Intake

A. No cowl air induction is permitted. Absolutely no air ducts or baffles permitted on or leading to the air cleaner or element other than FiveStar airbox.

B. An opening 2 1/2 inches x 20 inches may be cut in the hood behind the carburetor air cleaner to allow fresh air to the carburetor.

C. A fresh air deflector will be permitted from the center of the leading edge of the windshield directly under the cowl air opening in the hood. The deflector will be made with aluminum and measure a maximum of two (2) inches down and two (2) inches forward by 20 inches in width.

20C-6 Engine/Car Electrical System

20C-6.1 Ignition Systems

A. All ignition systems must be acceptable to NASCAR Officials.

B. Ignition amplifier boxes will be limited to ONE GM part number 10037378 or MSD #8170. Ignition box must be located on the dash near the right A pillar out of driver's reach. No other boxes are authorized. RPM Limiters will be mandatory for the GM 604 Crate engine and will be GM part number 101037379. No others will be authorized. The maximum allowable chip will be a 6300-rpm chip. Chips will be distributed by Tech Officials prior to race event. No tampering with chip permitted. Any other component run will be subject to the fines/penalties outlined in 20B-1.2 Visitors from other tracks may be granted grace period to run MSD box if legal at home track. Must be approved and authorized before arriving at track. Call during the week before!

- C. No magnetos or computerized systems are permitted.
- D. The distributor must mount in the stock location and maintain the same firing order as a factory-produced engine for the make and model car being used.
- E. Crank trigger ignition systems will not be permitted.
- F. Adjustable timing controls will not be permitted.
- G. Retard or ignition delay devices will not be permitted.
- H. No ignition system equipment or wiring may be located in the driver's side door area. All ignition system equipment must be mounted to the driver's right, clearly out of reach and within a maximum of 20" of the passenger side window plane. When in doubt, Evergreen Speedway officials will determine the final location. No open plugs, bare wires, wire ends, or related permitted within drivers reach.

- I. The ignition amplifier must have a six (6) pin female connector attached to its output leads of the Packard Electric type (MSD part #8170) to facilitate testing of the ignition components during inspection. The wiring sequence must be the same as the GM part number 101037379 ignition box. Any boxes not wired this way may be confiscated for testing during the week. Unless found in violation, these will be promptly returned.
- J. RPM limiting devices must be approved by NASCAR Officials and be attached and wired to the ignition amplifier boxes in a visible manner. Attached in accordance with rule "H" above.

20C-6.2 Alternator

The alternator system when used must be working within the specifications and be mounted in front of the engine.

20C-6.3 Starter

The self-starter must be in working order. Gear reduction starters acceptable to NASCAR Officials permitted. All cars must be capable of starting under their own power at all times.

20C-6.4 Battery

The battery must be located in a battery box if inside driver's compartment. Batteries located outside of driver's compartment will be securely fastened. The battery mounting position must be acceptable to NASCAR Officials. Battery must remain installed in car while on the racetrack.

20C-6.5 Electrical Switch Locations

All electrical switches must be located on the dash panel or near center line of car. A labeled on-off Switch is recommended to be located in the center of the dash, or near center line of car. Placement of switch permitted behind the driver's seat only if accessible by safety personnel from either side of car. The switch must be wired to the battery cable in a manner that would cut off all electrical power to the car. Master on/off switch must be clearly labeled and brightly marked. When switched to the off position, all electrical power to car and components must be interrupted.

20C-6.6 Accessories

Racecars will not be permitted to carry onboard computers, micro-controllers processors, recording devices, electric memory chips, traction control devices or digital readout gauges.

Radios must be of two-way voice communications type only, independent of the car's electrical system. This includes during practice! Not permitted at any time.

20C-7 Engine Cooling System

- A. Engine cooling system must be acceptable to NASCAR Officials. No icing, Freon type chemicals or refrigerants may be used in or near the engine compartment.
- B. Ethylene glycol is not permitted.

20C-7.1 Water Pump

Water Pump impellers may be altered. Race-mate alternator/pumps permitted.

20c-7.2 Fan

Mechanical and electric fans are permitted.

20C-7.3 Fan Shroud and Ducts

A fan shroud may be installed. The fan shroud cannot extend more than one (1) inch behind the fan blades.

20C-7.4 Radiator

The engine-cooling radiator must meet the following requirements:

- A. Radiator must remain stock appearing and remain in standard position in front of the engine.
- B. Radiator dust screens permitted.
- C. Radiator installation must be acceptable to NASCAR Officials.
- D. A panel with a maximum width matching that of the maximum of the radiator may be attached from the front bumper to the trailing edge of the radiator.
- E. A one-gallon recovery can is recommended. An overflow hose must be located at right side of windshield.
- F. Airflow must be flow from grill opening and through front of radiator only. No airflow through radiator permitted from bottom of car.

20C-8.1 Oil

Any oil is permissible provided it does not contain graphite products of any kind. No combustion enhancing additives are permitted. Any oil used must be available for purchase by the general public through regular retail channels, and is not to exceed \$15.00 per quart standard MSRP. No "zero" weight (qualifying type) oils permitted.

20C-8.3 Oil Filters

Oil filters and breather caps acceptable to NASCAR Officials may be used. Dry sump oiling systems are NOT allowed.

20C-9 Engine Exhaust System

NASCAR Officials reserve the right to reject improperly mounted exhaust systems.

20C-9-1 Exhaust Manifolds

Exhaust manifold brand used is optional

20C-9.2 Exhaust Pipes

A. Exhaust pipes from the Exhaust header collector take-off shaft may be no larger than four (4) inches inside diameter. Maximum of one (1) four (4) inch inside diameter pipe per side. When non-round pipes are used, volume of pipe must not be greater than that a 4" diameter round pipe. When the left and right side exhaust pipes connect and form a single outlet exhaust, a maximum five (5) inch inside diameter pipe may be used. NASCAR Officials must approve any other system. Exhaust pipes must extend past driver and to the outer edge of the car, with a minimum ground clearance of three (3) inches. Exhaust pipes must come out on side of car in front of rear wheels only. Any exhaust dumping down must be pre-approved for design and must meet decibel rule without exception.

B. Exhaust pipes must be fastened to header in a secure manner.

C. Each exhaust pipe must be secured to chassis by two (2) 1/8" steel brackets minimum. Bolts must be used, not rivets. Subject to tech.

D. Mufflers are mandatory. Mufflers must remain in top condition. Where applies, all packing must remain intact. No modification of muffler permitted from factory production specs. Any modification of muffler in an attempt to "gut" the can, effectively removing noise reduction capabilities, will result in disqualification and confiscation of parts in violation. A maximum noise level of 92db at 75 feet is permitted. There will be no grace period. Cars over 92db will not race. This will be measured.

20C-9.3 Heat Shields

Heat shields to cover exhaust manifold can be no more than four (4) inches wide and no longer than the valve cover.

20C-10 Drive Train

20C-10.1 Clutch

The clutch and clutch assembly must be acceptable to NASCAR Officials and meet the following requirements. No exotic clutches permitted. Must be available to general public through standard dealer channels.

A. Multiple disc clutches are permitted.

B. Limited to steel discs and pressure plates, no other material including carbon permitted.

C. The minimum clutch diameter permitted is 5 1/2 inches.

20C-10.2 Flywheel

Any steel flywheel/ring gear is permitted.

20C-10.3 Bell Housing

Only standard production clutch housings acceptable to NASCAR Officials are permitted. The bell housings must meet the following requirements:

A. Special production all-steel clutch housings are permitted.

B. Aluminum or magnesium bell housings are permitted.

C. It is recommended that a 3/4-inch hole be drilled in the top of the bell housing directly over the starter ring gear to manually turn the engine for inspections.

20C-10.4 Transmissions

The transmission must meet the following requirements:

- A. Standard production transmissions, which are cataloged and available through regular dealer channels, may be interchanged in any model. A maximum of four (4) forward speed transmissions is permitted. Transmission must not have retail value of more than three thousand five hundred dollars (not including shifter assembly) and must be available to any competitor at this price.
 - B. Two speed transmissions must have two forward and the reverse gear in working order. Four speed transmissions must have a minimum of three forward and the reverse gear in working order.
 - C. No Automatic or semi-Automatic transmissions are permitted.
 - D. All transmissions must be approved by NASCAR Officials.
 - E. Only manual shift linkage is permitted on the transmission.
 - F. Only fireproof type shifter boots are permitted. (Nomex or Carbon X)
- G. If there is any doubt if a transmission is a standard production transmission available through regular dealer channels contact the speedway..

20C-10.5 Drive Shaft

The drive shaft must meet the following requirements:

- A. Drive shaft and universals must be similar in design to standard production type. A one (1) piece magnetic steel or aluminum drive shaft permitted. Drive shafts designed specifically for use with a crate motor may be considered exotic, and will be subject to tech approval. If you have a question, please contact an official before race day. No grace period. Must have a minimum **2 ½ inch** outside diameter.
- B. It is mandatory that two (2) 3600 solid steel brackets, no less than two (2) inches wide and 3/16" inch thick, be placed around the drive shaft and fastened to the chassis. It is driver's responsibility to ensure that proper placement, design, fabrication and installation of straps and surrounding structures(s) will prevent injury in the event of driveline failure.

20C-10.6 Rear End/Axle, Related

The rear end/axle must meet the following requirements:

- A. Quick change center sections are recommended. Any non-quick change rear end must be approved prior to use.
- B. Full floating rear axles are required.
- C. Locked differentials are permitted.
- D. Only approved limited slip differentials are permitted. Mechanical devices only. No electronic or computerized devices of any kind.
- E. Only magnetic steel axles. **Steel and aluminum axel tubes are permitted with no camber.** Gun drilled axles permitted.
- F. Differential oil coolers acceptable to NASCAR Officials are permitted.
- G. No cambered rear axle housings permitted. Any considerations used in deciding allowable tolerance when measuring include but are not limited to tech inspection location (is the pad being used level, etc), comparison to other rear ends being teched from same event, stagger, damage, and measurement accuracy. Exact tolerance (if allowed) in final measurement, will be

determined by officials during technical inspection, and all decisions are final. Any determination that a rear end has been cambered will result in penalty. Subject to decision of official.

H. Only metal drive plates are permitted, and drive plates must be one piece with a single internal spine. Grease fittings are not permitted on drive plates or axle caps.

I. Rear ends must have a minimum ring gear size of 10” to be considered “standard size”. Rear ends with ring gear smaller than 10” will be considered “mini” rear end. No “mini” rear ends permitted at any time.

20C-10.7 Wheels

All wheels must meet the following requirements:

A. Only fifteen-inch diameter steel wheels with a 10-inch rim width and a reinforced center are permitted.

B. All four wheels must maintain the same width and offset.

C. Solid heavy-duty steel lug bolts and steel lug nuts must be used. No aluminum, titanium, other.

D. Bleeder valves are permitted.

20C-10.8 Tires

Only approved tires permitted. Approved tires will be the Hoosier 3035 and 3045 27.0 /10.0 /15. All tires must be purchased from Evergreen Speedway. At no time will additives, chemicals, softeners, enhancers or strengtheners be applied to any tires. All tires at Evergreen speedway will be checked into inventory. Practice tires and race tires will be inventoried to drivers. Un-checked tires will be confiscated by the speedway. Any tire found to be in possession of a different driver than who they are inventoried for will result in disqualification for both drivers and grounds for suspensions and fines. No passing of **NEW** tires from one driver to another permitted at any time. Any tire brought into facility found to be softened or not having a durometer within spec, will be confiscated, and penalties issued. This means any tire! Leave it at home or it will cost you. We are permitted to enter your pits and/or haulers to check for softened tires or anything that may be detrimental to the class in the best interest of “fair play” Thank you for remembering this all season. 2011

Super Late Model Tire rules:

1. Opening day for your class you are allowed to check in six new tires, this is the only time you are allowed six new tires, any time after that you are only allowed five new tires.

2. **Super late Models are allowed to check in four new tires per night. The Evergreen Summer Showdown will allow 6 new tires. The tires you qualify on must be used in the main event.**

3. You must run the tire(s) that you checked in that day for qualifying, heat races and main event.

4. You must check your tire in before qualifying or you will forfeit your tire for that day. This means that you can save that tire for the next scheduled event.
5. You must have ten laps on a tire for it to be considered used. This includes your heat race and main event.
6. If you do not have ten laps on a tire, it is still considered new and that tire will carry over as your new tire for your next scheduled event.
7. Replacement tires are new for new and used for used. Used tires are at the discretion of the tech officials.
8. You have one half hour after the last race of the night to report a flat/damaged tire or that tire will not be replaced for any reason. If a tire goes flat after that time period it will not be replaced for any reason.
9. You are only allowed to compete on tires that are checked into your inventory.
10. If your car is not able to start a race and you borrow a car you must put your tires on the borrowed car.
11. The tires belong to the driver not the car unless a car has more than one driver which must be declared the first night that car competes. These cars are allowed to check in one tire every other time that car competes in an event.
12. Once a tire is checked into your inventory it cannot be taken out unless it is flat or damaged. It is your responsibility to make sure that you check in the correct tire(s).
13. If you install a new tire on your car after qualifying you start in back of all the events that day.
14. Absolutely no tire additives or softener and no tire shine.
15. Take offs from a B main car are not allowed to be raced on an A main car.

20C-11.1 Frames

20C-11.1 General Frame Eligibility

All frames must be acceptable to NASCAR Officials. The frame used must meet the requirements described in the following paragraphs:

20C-11.2 Frame Requirements

Offset frames straight frame rail must meet the following requirements:

A. Frame rails must be constructed with, .120 inch thickness steel ox tubing with a minimum of

two (2) inches wide and three (3) inches high. A D frame components must be made of steel and welded. The front sub-frame must be manufactured similar in design and appearance to standard passenger car frame. The rear sub frame may be in design and appearance to standard passenger car frame. The rear sub frame may be manufactured to extend beneath or on top of the rear axle tubes. The centerline of the front and rear sub-frame must be within one (1) inch of the centerline of the tread width.

B. The frame side rails must not kick out more than 12 inches when measured from the centerline of the drive train to the left and right frame side rails. Frame side rails must maintain a minimum width of 40 inches and a maximum of 52 inches measured anywhere along the frame side rails. Straight frame rails permitted.

C. Perimeter frames must meet the following requirements:

All frame rails must be parallel. Side rails must be inserted in standard rocker panels and must be steel box tubing minimum two (2) inches in width by three (3) inches in height and must have a minimum wall thickness of no less than .120 inch. The maximum distance when measured from outside of the left side frame to the outside of the right frame side rail will be 60 inches. The minimum distance when measured to the inside of the left side frame rail is 56 inches. A minimum of eight (8) inches and a maximum of 14" are permitted for the side rail kick out measured from the outside of the front sub frame to the outside of the side frame rail. A maximum of one (1) inch offset is permitted. Rocker rails must be a minimum two (2) inches in width by three (3) inches in height with a minimum wall thickness of no less than .083 inches. The front sub frame assembly with front or rear steering is permitted.

D. A fuel cell protector bar must be installed at the rear of the fuel cell. The 1 3/4 inch diameter by a minimum of .090 inch thick bar must be attached to the frame rails and extended down and across the bottom of the fuel cell with a center support bar that attaches to the rear frame cross member.

E. Stock front clip cars must have stock front lower control (without modification) except bushings and ball joints may be changed as long as original dimensions are not changed. Stock front clip cars will have big springs both front and rear, and front springs will be in stock location, and must have outboard mounted shocks.

F. Fabricated big spring cars will have big springs both front and rear, and must have outboard mounted front shocks.

G. ANY FRAME SHOWING POOR WORKMANSHIP WILL NOT BE ALLOWED TO COMPETE.

H. A minimum ground clearance of four (4) inches must be maintained on any part of the frame body.

20C-12 Suspension

All suspensions components must be reinforced and meet the following requirements:

20C-12.1 Coil Springs

A. **Coil Over Springs** (must be high quality, mass produced, and made of steel)

(1) Front coil over springs must be placed over shock and shock mounted to lower A-frame at bottom, and chassis at top, jacking bolts at top permitted. Subject to tech for quality of fabrication.

(2) Strut bars will not be permitted for mounting of coil over.

(3) Rear coil over must be mounted either inside or outside of the rear frame rails. Both rear

springs must be placed over shocks and shocks mounted on rear trailing arms or to brackets on the rear axle housing on bottom, and to chassis at top. Jacking bolts permitted. Subject to tech for quality of fabrication.

(4) Minimum of 2.5" outside diameter for coil over springs.

B. Front Coil Big Springs (must be high quality, mass produced, and made of steel)

(1) The front coil springs must be heavy-duty steel.

(2) The front coil spring mounts must be located on the lower control arm for the bottom mount and the top mount must be welded to the chassis frame rails.

(3) It is permissible to install heavy duty jacking bolts for the purpose of transferring weight and/or raising or lowering the car.

(4) No jacking bolts are permitted to extend through the frame rail tube without prior approval of tech for fabrication quality standards.

(5) Coil spring rubber inserts approved by NASCAR Officials are permitted.

(6) All coil springs must maintain a minimum outside diameter of five (5) inches.

C. Rear Coil Big Springs (must be high quality, mass produced, and made of steel)

(1) The rear coil springs must be heavy-duty steel.

(2) All upper and lower rear coil spring mounts must be located between the rear frame side rails. Jacking bolts mounted through the frame rails must have solid threaded sleeve extending through the frame from top to bottom.

(3) The rear coil spring lower mounts must be located on either the rear axle trailing arms or in front of the rear axle housing.

(4) The rear coil spring upper mounts must be located and welded on the chassis directly above the lower mounts.

(5) Coil spring rubber inserts are permitted.

(6) All coil springs must maintain a minimum outside diameter of 5 inches.

20C-12.2 Sway Bars

Sway bars must be approved by NASCAR Officials and meet the following:

A. The main body of the front sway bar must be made of steel.

B. The sway bar arms must be constructed of metal and may be spliced for attaching to the main body. Heim joints may be used for attaching the sway bar arms to the lower control arms.

C. No sway bars (anti-roll bars) will be permitted on the rear suspension.

20C-12.3 Shock Absorbers

All shocks for the 2011 season must meet the following requirements:

A. Adjustable shocks permitted, must not be adjustable from driver's compartment

B. Shock absorbers must be available to all competitors.

C. A maximum of one (1) shock absorber per wheel is permitted.

D. Coil over shock absorbers are permitted.

E. Left side weight percentage of all cars to be 58% maximum, regardless of shocks

F. **Bump stops or coil binding are permitted to be run.**

G. Any competitor choosing to participate in and run the **specified shock program** as detailed below, is required to maintain the same 58% left side as all other competitors, but is allowed to reduce maximum weight of the car from 2700 lbs to 2660lbs.

Front Pro shock WB75, WB76, WB95, WB96 and Rear Pro Shock WB74, WB75, WB94, WB95 will be the “spec shocks” of Evergreen Speedway. Must run all four shocks for weight break. Type of shock absorber is optional, one (1) per wheel. No electronic shocks. Adjustable shocks ok. A spec sealed QA1 shock will be an optional shock either steel or aluminum body. Spec shock must be sealed by Race Car Supply, and remain un-altered. Spec shock may be removed for tech inspection at any time. Spec shock will be given a 10 lbs per shock weight break ie: Crate car with all 4 spec shocks weighs 2660lbs. WVSO Spec shocks will be given the same 40lbs weight break only if all 4 shocks are used.

Weight break for running all four Pro Shocks 2660

3. Pro shocks must remain sealed with serial number in tact as received. No modification of any kind permitted.

4. Shocks will be teched on a nightly basis.

20C-12.4 A-Frames

All A-frames and ball joints must be NASCAR approved.

A. Upper and lower A-frames may be altered for tire clearance.

B. The distance from the centerline of the tread width, front and rear, to the mounting points of the lower control arms, left and right, must be within two (2) inches.

20C-12.5 Spindles, Wheel Bearings, and Hubs

All spindles must be NASCAR approved. The spindles, wheel bearings, and hubs must meet the following requirements:

A. Heavy duty steel spindles and wheel bearings are compulsory.

B. Aluminum hubs are allowed.

20C-12.6 Maximum Allowable Tread Width Requirements

A. Fabricated Front clip 67”

B. Fabricated Big Spring is 67”, and Stock Stub big spring 69”

Wheel spacers are permitted to utilize maximum allowable tread width.

20C-12.7 Wheelbase Requirements

All cars must compete with a minimum of 101-inch wheelbase. When measuring wheelbase, one (1) side measurement must be the allowable wheelbase. Maximum allowable tolerance cannot exceed 1/2 inch plus or minus on the other side.

20C-12.8 Body Height and Ground Clearance Requirements, all appropriate dimensions listed herein, to be measured with chassis at 4” from ground.

20C-12.8.1 Body Height Requirements

All cars must maintain a minimum roof height of no less than 47 inches. Car height off the ground and body height, including rake or degrees of body angle, shall be determined by measuring overall height of car from a distance of 10 inches behind the tip of the windshield on the roof centerline.

20C-12.8.2 Ground Clearance Requirements

- A. No mechanical device for shifting weight will be permitted.
- B. No hydraulic weight shifting devices are permitted at any time.
- C. No weight adjustments are permitted during a race.

20C-13 Steering Components

All cars will be equipped with a steel steering shaft. The car steering components must meet the following requirements:

- A. Drag links and component parts must be heavy-duty steel. Tie rods may be aluminum.
- B. Interchangeable pitman arms may be used.
- C. Center-top of steering post must be padded with at least two (2) inches of resilient material.
- D. A quick-release steel coupling acceptable to NASCAR Officials on steering wheel is mandatory. The use of universal joints in steering shaft must be acceptable to NASCAR Officials.
- E. Rack and pinion steering is permitted.
- F. Collapsible steering shaft assembly highly recommended.

20C-14 Brakes and Brake Cooling

20C-14.1 Brake Components

The car brake components must meet the following requirements:

- A. Only disc brakes equipped with magnetic steel rotors are permitted.
- B. Brakes must be operational on all four wheels at all times.
- C. Master cylinder(s) should be mounted on the driver's side of the firewall; it must be covered or wrapped with a heat resistant type material.
- D. No electronic brake actuators will be permitted.
- E. Power assisted braking system will not be permitted.

20C-14.2 Brake Cooling

The brake cooling system must meet the following requirements:

- A. All brake cooling component parts and installation must be acceptable to NASCAR Officials.
- B. A maximum of two (2) scoops per brake, with a maximum three (3) inch flexible hose to the brake, may be used for brake cooling. No air for cooling may be pulled from below car. Must be pulled from front.
- C. Air scoops must not extend forward of the leading edge of the air dam.
- D. Water cooling of the brakes is not permitted.
- E. Brake fluid may be cooled by recirculation the fluid through the brake hydraulic system. Any re-circulatory device must be NASCAR approved.

20C-15 Fuel – Spec fuel TBD

20C-15.1 Definition

In the event there is no “Official Fuel” at a given event, the term “fuel”, wherever used in this document, shall be understood to mean automotive gasoline, which complies with the specifications given in Section 20C-15.2.

20C-15.2 Specifications

- A. The fuel shall be automotive gasoline only.
- B. The gasoline shall comply with ASTM D4814 entitled, “Standard Specification for Automotive Spark-Ignition Engine Fuel,” except limited to liquid hydrocarbons only, Class A, B, C, D, or E, but without regard to geographical or seasonal limitation.
- C. The gasoline should not be blended with alcohol, ethers, or other oxygenates and it shall not be blended with aniline or its derivatives, nitro compounds or other nitrogen containing compounds.
- D. No icing or cooling of fuel system is permitted in the garage, pit or racing areas.

20C-16 FUEL SYSTEM

20C-16.1 Fuel System

NASCAR Officials will reject any previously approved fuel cells, containers, or check valves, which appear to be damaged, defective, or do not function properly. Fuel cell vent pipe check valves are compulsory. NASCAR must approve check valves and fuel cells. No pressure system allowed. Any concealed pressure type containers, fuel lines, or actuating mechanisms will not be permitted, even if inoperable. No icing, Freon type chemicals or refrigerants may be used in or near the fuel system. The use of a commercial manufactured fuel cell is mandatory. The fuel cell must meet the following requirements:

- A. The normal fuel cell dimensions are; 32-5/8 inches x 16-5/8 inches x 8-7/8 inches.
- B. The maximum fuel cell capacity, including the filler spout and overflow, shall be no more than 22 gallons. Smaller cells will be permitted.
- C. No materials, other than the standard foam as provided by the fuel cell manufacturer, are permitted to make the fuel cell meet the 22-gallon capacity. **Recommended Fuel Cells: ATL-FB222D, FB222E, FB322D, FB 125 or FB 136. Fuel Safe: RB 122E & RB 122E-L**
- D. Fuel Cell **should** not be used beyond five (5) years after the date of manufacturer.

20C-16.2 Fuel Cell Container

The use of a NASCAR approved fuel cell container is mandatory. The fuel cell container must meet the following requirements.

- A. Fuel cell must be encased in a container of no less than 22 gauge steel.
- B. The fuel cell container size must exactly match the dimensions of the bladder.

20C-16.3 Fuel Cell and Fuel Cell Container Installation

The fuel cell and fuel cell container shall be installed in accordance with the following requirements:

- A. Fuel cell and fuel cell container must be fastened to the frame in a recessed support frame.

- B. Fuel cell and fuel cell container must be installed as far forward as possible in trunk compartment equal distance between frame rails.
- C. Fuel cell and fuel cell container, installed in the trunk compartment, must be secured with steel tubing not less than two (2) lengthwise and two (2) crosswise evenly spaced across the top. Tubing must be made of one (1) inch x one (1) inch square steel tubing bolted with no spacers. A reinforcement support frame must be constructed using one (1) inch x one (1) inch x .065 inch thick square steel tube. The support frame must be constructed using two (2) tubes that are welded to and extend from the left side to the right side frame rails. Three (3) tubes must be equally spaced across the fuel cell container. These tubes must be welded to the cross support tubes and extend down the front sides, rear sides, and under the fuel cell container.
- D. A firewall, not less than 22 gauge thickness must be located between trunk and driver and must be welded or pop riveted in place.
- E. The bottom of the fuel cell must have a minimum ground clearance of 10 inches.
- F. Fuel cell guard

20C-16-4 Fuel Cell Vent

The fuel Cell Vent shall be vented as follows:

- A. One, one (1) inch maximum vent to outside of body at left rear light. A fuel vent flap valve is recommended on all tracks.
- B. Fuel cell check valve pipe neck inside diameter shall not exceed one (1) inch maximum.
- C. The fuel cell vent flexible hose shall have a maximum inside diameter of 1-1/4 inches and a maximum length of 70 inches.
- D. A screen cap with a maximum diameter of 1-1/4 inches may be placed over the vent pipe.

20C-16-5 Fuel Lines and Fuel Pump

Positively no electrical devices permitted in trunk compartment.

20C-16.5.1 Fuel Lines

The fuel lines and fuel line connections must meet the following requirements:

- A. Either (or both) right or left side pickup in fuel cell may be used.
- B. Only one (1) fuel line permitted from fuel cell to fuel pump.
- C. All fuel lines are subject to NASCAR Officials approval.
- D. Fuel lines from cell to carburetor may be relocated to prevent vapor lock, but must remain under floor of car unless otherwise approved. Line may be replaced with neoprene hose not to exceed 1/2 inch I.D.
- E. When the fuel line runs through the right side of the driver's compartment, it must be enclosed in a steel tube.
- F. No additional lines may be used on fuel system. Extra fuel lines or fuel cells concealed or otherwise are prohibited.
- G. No excessive fuel line length.

20C-16.5.2 Fuel Pumps.

The fuel pumps must meet the following requirements:

- A. Electric fuel pumps are not permitted.

- B. Water cooling of the fuel pump is not permitted.
- C. Only mechanical fuel pumps in stock location permitted.

20C-17 Personal Safety Equipment & Roll Bars;

A. General

- 1) Each competitor is solely responsible for the effectiveness of personal safety equipment used during an event. **EVERGREEN SPEEDWAY IS NOT RESPONSIBLE FOR THE EFFECTIVENESS OF ANY PERSONAL SAFETY EQUIPMENT.**
- 2) Each Competitor is expected to investigate and educate himself/herself as to the availability and effectiveness of personal safety equipment.

B. Protective Clothing

- 1) fire resistant clothing and/or equipment must protect All parts of a driver.
- 2) It is strongly recommended that during race conditions, any crewmember that steps into the car servicing area must be protected by fire resistant clothing and/or equipment that effectively cover the body.
- 3) It is strongly recommended that during race conditions, any crewmember involved in fueling the car or handling and transporting fuel in the pit area, must have all parts of the body protected by fire resistant clothing and/or equipment.

4) IT IS THE RESPONSIBILITY OF THE DRIVER AND CREW MEMBER, NOT EVERGREEN SPEEDWAY, TO INSURE THAT HE/SHE MAINTAINS WEARS AND PROPERLY USES PROTECTIVE CLOTHING.

C. Other Safety Devices

- 1) It is mandatory that each car have a fire extinguisher within the driver's reach. It is strongly recommended you have a built in, fully charged Halon 1211 or equivalent fire extinguisher equipment with visible, operating pressure gauge, but it must not be dry powder or liquid type. The fire extinguisher must be securely mounted. (No fire extinguisher may be secured by duct tape or wire). Evergreen Speedway recommends that the restraining pin should be removed while operating on the track.
- 2) All entrants should have in their pit area as part of their equipment at all times a fully charged 10 or 13 pound capacity dry chemical Halon or its equivalent, with a visible operating gauge and showing current inspection certificate.
- 3) Passengers will not be permitted in or on a racecar at any time.

20C-17.1 HELMETS: HEAD AND NECK RESTRAINTS

A. Helmets Must be SNELL 2005 or newer. No M rated motorcycle type helmets of any kind.

- 1) Drivers must wear a helmet meeting the specifications set forth in the Federal Regulations, Federal Safety Standard, or meet the specifications set forth by the American National Standards Institute, Inc., at all times on the race track.
- 2) The driver must wear the helmet in accordance with the directions provided by the helmet supplier and/or manufacturer. Any modifications to the helmet for any purposes should not detract from its effectiveness.
- 3) It is strongly recommended that during race conditions, any crewmember that steps into the car servicing area must wear a helmet.

4) It is strongly recommended that during race conditions any crewmember involved in fueling the car must wear a full-face helmet and a fire resistant head-sock.

B. Head and Neck Restraint Devices

1) It is strongly recommended that at all times during an EVENT (practice, qualifying, and competition) drivers must connect their helmet to a NASCAR approved head and neck restraint device system. The head and neck restraint device/system when connected must conform to the manufacturer's mounting instructions and it must be configured, maintained and used in accordance with the manufacturer's instructions.

2) IT IS THE RESPONSIBILITY OF THE DRIVER, NOT EVERGREEN SPEEDWAY, TO INSURE THAT HIS/HER DEVICE/SYSTEM IS NASCAR APPROVED AND CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED.

3) CLOTHING: Evergreen Speedway requires that all drivers and wear a minimum two layer fire suit, gloves, and shoes in good condition. It is recommended that all drivers and crew wear a minimum of a four layer fire suit, along with fire resistant underwear, balaclava, socks gloves and shoes in good condition.

20C-17.2 Seat Belts and Shoulder Harness

A. A quick release lap belt no less than three (3) inches wide is compulsory. Both ends of the lap belt must be fastened to the roll bar cage with high quality bolts not less than 3/8 inch in diameter.

B. Shoulder harness must be no less than three (3) inches wide and must come from behind the driver's seat. Where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage that will prevent the harness from sliding side to side. Shoulder harness inertia reels cannot be used.

C. A center (crotch) belt must be securely mounted to the lower seat frame at the bottom and to the lap seat belt on top.

D. Where the belt passes through the seat edges, it must have a grommet installed, be roiled, and /or padded to prevent cutting of the belt.

E. All seat belts and shoulder harnesses must connect at the lap belt with a NASCAR approved quick release buckle.

F. **Seat belts must be dated by the manufacturer and must not be used beyond five (5) years after the manufactured date. Recommend replacement after two years.**

G. It is recommended that Hans recommended specific seatbelts be used with HANS device. Head and neck restraint device highly

20C-17.3 Seats

A. Only custom manufactured aluminum seats approved by NASCAR are permitted.

B. It is recommended that all seats have padded rib protectors and seat leg extensions on the left and right side.

C. A padded headrest approved by NASCAR is mandatory.

20C-17.4 Roll Bars

A. Round steel tubing 1 3/4 inch x .090-inch minimum seamless rollover bars is compulsory for

the basic roll cage, and must be NASCAR approved. Aluminum and/or other soft metals are not permitted. Roll bar connectors must be weighed.

B. All cars are required to have the basic roll cage configured as shown in diagram #5. The main roll bar (#1 in diagram #5) must be welded vertical on the top of both right and left frame rails, then come upward above the driver's head and across the inside roof panel. The main roll bar #1 must also be braced with one (1) diagonal bar #5 and two (2) horizontal bars # 6 and #7. The diagonal bar must begin at the upper left behind the driver's head and end at the lower right of the main roll bar. The horizontal bars #6 and #7 must be welded inside the main roll bar #1 with the upper bar #7 at the seat height and the lower bar #6 just above the drive shaft tunnel.

Extending forward at the outer edges of the roof panel, from the main cage is the roof bar #3.

The roof bar must follow the contour of the windshield across the front and be within (4) inches of the top of the windshield. The roof bar must also have a bar centerline. The front roll bar legs #2 A & B must be welded to the roof bar near the upper corners of the windshield, then extend down along the "A" posts to the cowl then straight down to the top of the frame side rails. An additional dash bar #8 must be welded beneath the dash, across the two (2) rear of the frame in the trunk compartment. The rear support bars #13 A & B must be connected with a bar that adds extra protection to the trunk area in addition to being welded to the rear support bars #13 A & B. Bar #14 must have a minimum of three (3) vertical supports of 1-3/4" x .083" minimum seamless round tubing #15 in diagram #5 connecting it to the rear frame cross member. The main roll cage bar #1 and the front roll bar legs #2 A & B must be connected with four (4) horizontal door bars # A & B on both left and right sides. The top door bar on each side must have a vertical vent window bar #10 A & B welded upward and connecting to the front roll bar legs #2 A & B. The door bars must be in convex in shape and spaced from top to bottom as equal as space permits. The door bars must be the same length and have an equal amount of convex in both the right and left sides. The door bars must have six (6) vertical studs per side of 1 3/4" inches x .083" inch minimum seamless round tubing (not numbered but shown in the left side view diagram #3) equally spaced. Two (2) angular studs #11 A & B, must be attached from next to the bottom door bar to the frame rail. The area that extends from the top of the frame to the top horizontal door bar between the main roll bar #5 and the front leg bar #2 on the driver's side must be covered with 1/8 inch steel plate (expanded type or solid). The plate must be welded to the top door and the top of the frame rail. Right side door bars may either be four (4) horizontal bars with six (6) vertical studs or two (2) horizontal bars and two (2) bars configured in an X design. If the X design is used, a vertical bar must connect through the center of the X from the top horizontal bar to the frame. A leg protector is required on the driver's side. A roof support bar #12 must also extend from the right front corner of the roof bar down to the transmission cross member. All joints and connections must have gusset plates for reinforcement.

C. All roll bars within the driver's reach must be padded with padding acceptable to NASCAR Officials.

D. For approved location of the various roll bars, please reference both the basic roll cage (some bars have been removed for clarity) and the typical roll cage diagrams check the NASCAR Weekly Racing Series Rule Book.

E. Roll bar installation and workmanship must be acceptable to NASCAR Officials.

NOTE: Any car NOT conforming to the aforementioned rules in any way may be allowed to run with a one week grace period by adding weight and/or other to balance fairness of competition. Allowance of grace period is subject to decision of officials. Decision of officials regarding any

car being allowed to compete, or total of concessions/weight additions and/or other shall remain final.

GENERAL INFORMATION

Any driver not reporting to tech for inspection when asked to do so may be disqualified, loss of points and monies for the night and subject to additional fines and suspension. Both car and driver may be suspended for a minimum of one race.

It is the responsibility of the driver and or car owner, of the car to see that their car completely satisfies the rules, including but not limited to all safety rules. The driver of each car represents to the promoter and all others that his car has satisfied all applicable rules, including but not limited to safety rules, whenever such driver participates, in a warm-up, practice, or competitive laps.

We expect all participants to take pride in being part of our entertainment. Racing entertainment is what we sell to the public and we will not tolerate anyone or anything that detracts from our show. Cars in the opinion of the officials, that lack in appearance or are deemed unsafe, will not be allowed to race until acceptable.

NASCAR Tech Inspectors will decide all car construction rules. Burden of proof on any concern will be the responsibility of the driver.

ALL NASCAR SUPER LATE MODEL CAR NUMBERS WILL BE ASSIGNED BY THE SPEEDWAY OFFICE— (360) 805-6100 — AND MUST BE RENEWED EVERY YEAR

WHAT TO DO IF YOU ARE INJURED IN AN ACCIDENT AT EVERGREEN SPEEDWAY ON SATURDAY NIGHT

1. Have the ambulance attendant check you out and fill out an accident report.
2. GET MORE MEDICAL ATTENTION IF NECESSARY.
3. If you have follow-up treatments, please advise your doctor of the following
 - a) Your insurance carrier
 - b) NASCAR insurance
 - c) NASCAR address:
Benefit Plan Administrator
Attn: Dana Brill
P.O. Box 2875
Daytona Beach, Fl. 32115-2875
 - d) The date of the accident
 - e) The time and place of your accident
4. Your doctor should then bill NASCAR directly.
5. If you have any other questions, please ask in the Speedway Office.

It is the responsibility of the driver to ensure their car confirms to all rules and regulations at anytime while on the racing surface or anywhere on premises. To include practice, time trials and competitive racing.

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