



2014 Large Car Demo Rules

Evergreen Speedway, Monroe, WA

(Effective 1/30/2014)

General rules: Older cars plus 1980 and newer.

- **NO BLACK CARS**, at any show in any class, No dark colors without contrasting lettering scheme. All cars must be painted, We are putting on a show for the fans and we expect your cars to look sharp.

-- All vehicles must have a roof sign, Minimum 15" x 15"; These may not be positioned in such a way as to strengthen the car. Official's decision is final.

- **No Imperials, any year, Imperial sub frames, Ambulances, Hearses or limousines allowed.**

- NO PAINTING, BUFFING, OILING OR UNDERCOATING OF FRAMES. THESE CARS WILL NOT BE INSPECTED OR ALLOWED TO COMPETE. You will be loaded on the trailer and sent home.

- Driver and Passengers must wear helmet, seat belt and eye protection at all times.

***** **These Rules are not suggestions.** This is NOT a menu. This is what is allowed as far as preparation of the car. Please do not try to read anything more into these rules. "THIS IS WHAT YOU ARE ALLOWED TO DO TO PREPARE YOUR CAR." DO NOT TURN THESE RULES INTO GRAY AREAS.....

COMPETITION RULES:

-All cars are required to have a flag or stick painted bright in color, Flag must be up and tied to the driver's side A pillar during Competition, you must pulled your flag if you are no longer able to compete or timed out.

- Drivers must remain in the vehicle with helmet, seatbelt and eye protection on until notified by an official that it is safe to exit the vehicle.

- Driver's door hits are illegal. If the hit is deemed by the official to be careless or intentional, you will be disqualified. If you use your driver's door as a defense, we will not enforce the rules. If you use the door defense repeatedly you will be disqualified.

- No hot rodding in the pits. Keep it at an idle.

- Any open door may be cause disqualification, you are allowed 2 fires, and third fire will be cause for disqualification. You may return in later rounds if heats are run...
- Sandbagging is not tolerated and will be strictly enforced. The fans pay to see a show, put one on for them!
- You must make AGGRESSIVE HIT every 60 seconds
- You will be given ample time for restarts 90 second max... We do use the clock exclusively. We try to work with you if you are hung up. Hitters get more time than sandbaggers.
- This is not a team. Team event driving will not be tolerated.
- **THERE IS NO ALCOHOL IN THE PITS.** This includes pit crews. If you or ANY of your crew is caught with alcohol, you will be disqualified and sent home..
- You must be a driver to protest, the fee is \$100 and you must have cash in hand. This protest must take place immediately at the conclusion of the feature event. The protesting driver must have competed in the same class as the driver he is protesting.
- Any questions, CALL FIRST. Don't assume anything. The Officials decision is final.

******CAR BUILDING GUIDELINES FOR EVERGREEN SPEEDWAY AND SLAMFEST SPRING FAIR******

Car Building Questions? Call: Evergreen speedway and someone will direct you to a tech official that will be in charge of the event.....360.805.6117

GENERAL PREPARATION:

- All glass, plastic and pot metal must be removed. Nothing may remain in the bottoms of the trunk or doors.
- All outer hardware must be removed - mirrors, chrome, moldings, screws, fiberglass, etc. No added weight to any car.
- Rear seats in all cars and all decking in station wagons must be removed.
- Front seats must be securely bolted to the floor; however, these bolts may NOT go thru the frame! You must have a functioning seat belt... 5 Point harness highly recommended
- All flammable materials must be removed from the car other than safety padding and the driver's seat.
- No fresh sedagon or wedge cars are allowed.

TIRES & BRAKES:

- No tires taller than 30". 4 wheels max per car. No duals.

- welded split rims ok
- No studded tires, you may use aftermarket center with various bolt patterns
- Valve stem protectors allowed. Wheel weights must be removed. Valve stem protectors may not extend more than 6 inches from valve stem. Not allowed to be a rim protector.
- Doubled or foam filled tires allowed.
- All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete.

BUMPERS & BUMPER BRACKETS:

-You must start with a stock/replacement bumper. Attachment may not be done in any way to stop frame from bending. No spikes or protruding items.

-No Loaded or stuff bumpers

- Bumpers are interchangeable for all cars.
- You may weld the bumper seams, the shocks and weld the brackets to the frame. You may not weld further than 4 inches behind the radiator support AT ALL when mounting your front bumper brackets on any car. No bracket or welding may be done further than 4 inches behind the radiator support other than the top frame seam. – NO EXCEPTIONS
- If you choose not to use brackets, you may weld your bumper directly to the frame.
- You may weld the outer chrome skin to the bumper inner frame.
- You may NOT weld the bumper to the body at point front or rear this includes **** Wagons****
- Bumpers may be cut to keep them out of the tires.
- Bumpers may be flipped (upside down).
- Compression bumper shocks may be drained, slid back into the shock and welded fully.
- All bumper brackets and shock components must be OEM automotive materials.
- You may NOT reconfigure a bracket
- You may NOT relocate the core support in any way
- Only shocks allowed inside frames are the original shock and configuration from factory for that year make and model

- No REAR bumper brackets allowed on front.
- You may run 2 pieces of 1" all thread no more than 14" thru the bumper and into the body pan to help hold the rear bumper on. 6" washer maximum for this bolt. This rule is to help keep rear bumpers from falling off.
- Bumper height must be 16" to 22" measured to the bottom of the frame at the back and front body mount location.

FRAMES:

- The only frame welding allowed is from the front of the a-arms forward, top only, no more than a ½" wide bead.
- NO other frame welding is allowed. No plating, stuffing, heat treating or foam filling of frames is allowed. Do NOT paint or undercoat your frame or you will not even be inspected and loaded. We want to see all welds bare, DO NOT PAINT!
- You may tilt your front frames on or iron cars this may be a cold bend and nothing more, No cutting or welding of frames. You may add a spacer in between the core support and the frame these spacers may not be welded to the frame or core support.
- Rear frame rails may not be shortened. No dowel pinning of the frame is allowed.
- You may notch the frame for minimal pre-bending, but do NOT weld the cut.
- You may chain your axle to the frame hump. You may NOT use strapping of any kind for this. Chain only. 3/8" chain maximum. Chain must go around frame on full frame cars, do not bolt through hump creating a frame pin, except uni-body cars may use 1 bolt per side thru the frame for this. If you pin the rear humps you will be asked to remove these bolts...
- You may not weld the chain links to create a bar effect.
- There is no frame shaping allowed at all. Do not sharpen the corners of the frame or square them in any way. The frame humps above the rear tires may be beat in for a distance of 8" in each direction from the center of the hump. That is the ONLY frame shaping that is allowed.

BODY BOLTS:

- All body bolts may be replaced with up to 3/4" bolts, maximum 8" length.
- Core support bolts may be 1" diameter. Core support bolts may go thru the hood and count as 2 of your 6 hood bolts.

- You may use pipe up to 1 ½" OD to run the core support all thread thru on Tilted Cars as a spacer only. These pipes may ****Not**** be welded to the core support or frame..
- Washers must be free floating inside the car and inside the frame on the bottom side DO NOT WELD YOUR WASHERS TO THE FRAME.
- Do NOT weld the body washers to the floor. Maximum washer size is 3X3"
- You may add 2 body mounts in the position of your choice. They must be painted for easy viewing.
- If your station wagon came with the body bolts in the humps, these are your 2 additional mounts. You will NOT be allowed to add more mounts.
- If you decide to bolt your coil springs in place thru the frame and the rear package tray, these will count as your added mounts.
- Chrysler products may run 1" all thread behind the radiator support, may be welded to the frame or may drill a hole in the frame to bolt the all thread.

RADIATORS & RADIATOR SUPPORTS:

- Radiator must be in the stock position in front of the motor.
- Radiator supports must remain in the stock location.
- OEM style radiators only, no homemade tube construction radiators.
- You may not add cooling capacity. No supplemental cooling devices allowed.

BATTERIES:

- A maximum of 2 - 12 volt batteries may be used.
- They must be secured inside the car in front of the passenger seat and covered.
- Rusted out holes in your floor sheet metal may be patched where components will be mounted or for drivers safety, sheet metal only. No other sheet metal patching is allowed unless it is a safety issue. You may not patch clean and solid floors
- You may not bolt battery box through the frame or transmission cross member
- When patching you MAY weld or BOLT you may NOT do both, you can also use self-tappers or pop rivets for patches. No components to include, gas pedal, battery boxes, etc. may be welded, and you

must bolt only. No part or patch may be attached to any vertical sheet metal (firewall); all must be patched or mounted in the horizontal floorboards only. No oversized mount plates or boxes. Do not mount anything within 6 inches of any body bolt.

FUEL DELIVERY SYSTEMS:

- ***No plastic tanks or Boat tanks allowed. Metal fuel tanks only.***
- 8 gallon tank max. No coffins, be reasonable!
- Original gas tanks must be removed from the car.
- You must have the gas tank securely mounted
- Gas tank must be bolted in the center of car, it may not be bolted through the frame in any way, may NOT be used as a kicker of any kind, gas tanks may be bolted to rear seat bar.
- Fuel lines may be run inside the car. If you use rubber gas line, you must run the line through a larger hose such as a garden hose or electrical conduit. ****NO Metal fuel lines in car**** hydraulic hose highly recommended
- Fuel lines must be secured to the floor and kept from pinch points
- Automotive pump gas only, NO ALCOHOL.
- Electric fuel pumps are allowed. They must be covered and have an on/off switch clearly marked in large letters.
- All lines must be double clamped.

ENGINES:

- Any engine may be used in any car
- IF YOU ARE NOT RUNNING AN ENGINE CRADLE You may chain the motor, but you must use an existing bolt. Chains may not be higher than the top of the stock engine mount cup. Chains may not be attached to the cylinder heads, header flanges of engine plates. 1 Chain per side, 3/8 max Or you may weld a 6x3" inch plate for the factory engine side mount to frame.
- No engine oil coolers are allowed.

- You must have an air cleaner over the carburetor at all times.
- No starting fluid is allowed.
- Mopars are allowed to secure K member in the following ways:
 - Remove pucks and bolt tight to frame, stock size bolts only.
 - Or Leave pucks in between and weld 4 - 3 inch welds, total (not per side) of 12 inches only.

DISTRIBUTOR PROTECTORS/CRADLES:

- If you run a DP do not mount your dash bar closer than 5 inches to the rear most point of the firewall/cowl, YOU WILL NOT RUN.

-Distributor protectors allowed, must be attached to engine or transmission only, back side must be no wider than 12 inches, must not contact cage before, during or after the event. It may not be welded, bolted or connected to body, hood or frame. Forward supports must be inside normally positioned headers and not extend past the water pump.

- Distributer protector may NOT be welded to the transmission bell housing may only bolt to factory transmission mounting bolts that bolt the transmission to the engine.

- Aftermarket Distributor protectors, cradles and pulley protectors are allowed. These must be separate items and may not all be connected for a complete engine protector system. If you use a front plate it may not be gusseted to header flanges or other components in any manner. No "extreme" engine systems.

-You may beat flat the engine side of the firewall only, do not weld or bolt firewall. Do not re-enforce the firewall/cowl. Do not beat, paint, bolt, weld on, weld to or modify the driver's side of the firewall/cowl in any way.

TRANSMISSIONS:

- Transmissions must be of passenger car origin, transmission coolers may be used, but they must be secured in such a way to prevent injury. May not bolt through frame or act as a kicker

- Metal or braided lines must be used. No fuel or low-pressure lines may be used.

- Coolers must be secured in a container in the passenger compartment of the car.

- You may run aftermarket bell housing, must be an aluminum replacement type, NO NERAT TYPE STEEL BELLHOUSINGS.

- No Transmission protectors
- OEM trans cross member or 2x2 1/4" max replacement.

REAR ENDS:

- Must be 5 lugs only.... No part of rear end may strengthen the car's frame or body in any way.
- You may use any type of rear end (Ford / Mopar / GM / Hybrid).
- Trailing arms must be of passenger car origin. Trailing arms may be reinforced but must be OEM origin.
- Rear end braces are allowed, but they may serve no purpose other than to strengthen the rear end housing. They may not extend from the rear end further than 6" and may not be higher than the top of the axle tube.

HOODS:

- Hoods may be bolted, or chained shut ONLY.
- You may use 6 bolts to hold the hood down, may be 1" all thread max, No pipe
- The 2 front bolts may go thru the frame, NOT welded to the frame. The other 4 must be sheet metal to sheet metal.
- If you use chain, you may weld up to 6" washers to the hood. If bolting, the 6" washers must be free floating.
- You may install up to 15 - 3/8" bolts or self-tapping screws if rebolting hood skin.
- NO welding of cut outs is allowed.
- You must have a minimum 10" hole in the hood for fire protection.
- Hoods must be open at inspection time.

DOORS:

- Doors may be welded outside only, 2" x 1/8" strap maximum.
- You may smash the inner and outer skin together and weld them solid, NO added metal. This includes wagon tailgates
- If you do not weld your doors you must chain them closed in at least 2 spots.
- Wagon tail gates may be welded, 5 on 5 off or chain closed 4 3/8" chains max

WINDOWS:

- You must have a piece of rebar/all thread/chain(3/8 max), or 2"x1/4" straps or 1" ½ tubing running from the roof to the cowl in the windshield area for drivers protection, up to 2 pieces max vertical.. Verticals may be connected in the center. This may not be designed as reinforcement to the car and must be space at least 18 inches apart on the bottom. No other added metal or mount plates, either weld directly or bolt to sheet metal only. No component may be mounted, welded or bolted of the DP. ½ in bolts max when mounting this bar.

-rear window bar may be added no more than 6 inch extension on roof and in no way contact deck lid, trunk pins, trunk plates or frame. May be 1' ½ tube max or no bigger than 2 ½ x ½ inch flat stock. Max 2 vertical bars these may NOT be connected and may not be any wider than 24 inches at the bottom. May not be welded. Max ½" bolt per end

Body:

- Body creasing, enhancing of existing body lines and addition of body lines is allowed to the sides of the car only. ***Do not fold the metal over to create a doubled effect***; any spot with 4 layers of sheet metal will be torched out completely. Trunk lid seams must be clearly visible and accessible.

- No doubling of body panels allowed, no added metal allowed

- Quarter panels must remain vertical. Tail light valances must remain vertical.

- Core support seam welding or rebolting is NOT allowed

- Holes may be cut in the floor & firewall to accommodate the shifter, fuel lines, and transmission lines.

- You may cut a hole in the firewall to accommodate the engine, within reason.

- You may have up to 8 - 3/8" bolts in each wheel opening. They may not be higher than 5" above the stock lip location of the wheel opening.

CAGES & DOOR BARS:

- You may use channel door bars, they must be a minimum of 8" wide ¼" thick iron, wide NO guard rail or grader blade. Total length is not to exceed 78" max. This bar may not be more than 6" past front door seam. Must be mounted in at least 3 places and extend through the inner panels with washers and plates. The ends of the side iron must be cut at a 45-degree angle.

- Dash bar may not exceed 5" diameter. Must go from window post to window post in the former position of the dashboard. May not be welding in, must be bolted, may NOT be mounted or touch the fire wall, floorboard or frame in any way.

- Dash bars must be mounted above the steering column 5 inches from the fire wall
- A rear cross must be installed behind the seat from door skin to door skin as close to the B-pillar as possible and at least half way up from the floor, must be a minimum of 3in pipe or square tubing with plates welded on the ends. The plates may not extend more than 15" past cross bar toward rear of car, the cross brace must be mounted with a minimum of 2 bolts on each side extending the side Iron. This Bar May NOT be welded to the frame.
- No kickers, angled or otherwise. NO cage components may be welded to the frame.
- If you choose to run an internal cage All horizontal cage components must be at least 8" off the floor of the car, side bars measured at the body bolt elevation
- You may use channel or tubing up to 8" OD max for all interior bars.
- Seat bar must be no further than 8" behind the seat. All bars must be straight pieces no contoured pieces. Interior door bars may not extend more than 8" behind the seat bar. -
- All cage components must be in the interior of the car, not inside the door structure with the exception of the driver's side. This door bar MAY be inside the door structure to allow more room for driver's safety.

HALO OR ROLLOVER BARS:

- All cars must a minimum of 1 upright vertical rollover post. Upright must be located directly behind the driver seat. Must be made up of a minimum of 2 inch round or square tubing with 4x4 plates welded on the top and bottom of tube. The upright must extend from the floor to the roof or from the rear cross bar to the roof.
- You may add a 2nd roll bar on the passenger side if you choose
- You may add a halo bar to the cage components listed above if you choose not to run a vertical roll bar inside the car... It may not exceed 5" in diameter.
- This bar must attach to the rear seat cross bar, no exceptions.
- Halo bars must be in a direct vertical line with the seat bar.
- Halo bars may NOT be angled toward the rear of the car. They must be vertical -You may bolt the halo bar to the roof sheet metal in 2 places.

TRUNK LIDS and TAIL GATES:

- Trunk lids must remain 50% in the stock location. The trunk lid must remain on hinges.
- You may fasten your trunk lid in THE FOLLOWING ways:

- You may weld 5 on and 5 off 2" x 1/8" strap max.
- AND -You may weld or bolt 2 pcs. of 1" all thread vertically to the rear frame rails and run them thru the trunk lid. No double nutting. You may use a 6" washer on the trunk lid bolts, plates may not be welded and must be free-floating.
- Trunk lid seams must be clearly visible and accessible, do not pound over.
- No relocation of any sheet metal or components. Your trunk lid may be V'ed in the center but must be at least 12 inches off trunk body mount location; speaker deck can be 10 inches.
- No fully wedged cars, rear quarters and tail light valance must remain vertical. Wagon tail gates may be welded, 5 on 5 off or chain closed 4 3/8" chains max

80's and newer

- You may pitch, tilt or tip 80's and newer style cars in 3 following ways only
 1. You may cold pitch, no added metal.
 2. You may cut all three flaps and pull the front end down moving the flap 1/2 inch and re-weld. Do not re-weld any other crush box seams, no added metal or plate.
 3. You may pitch at the transmission cross member, since you are already allowed to weld a 5 inch piece of angle there to mount your cross member.

1998 and newer

- Watts-link conversion for Fords. You may convert a Watts-Link to a standard 4 link system in the following way: Use the upper and lower trailing arm brackets off an older Ford. After market brackets are allowed, but no thicker than 1/4 inch and may be attached with max of 3 – 1/2" bolts each side. No shortening of trailer arms, no positioning of brackets to strengthen the front down legs of the rear hump, must be mount in the stock location.

-2003 and newer

- Must run the original aluminum cradle and stock lower A-arm.
- Upper A arm, motor mounts and spring bucket must mount off the 2 existing cradle bolts. No frame welding allowed for these components.
- No mounting plate or component may extend more than 2 inch in front of or behind the cradle bolts, measured from middle of the bolt, this rule will be strictly enforced.

-You may use any automotive or fabricated spring bucket but it must not strengthen the frame in any way, cannot not be larger than necessary to hold coil spring. Again must be mounted off 2 existing cradle bolts. DO NOT weld to frame in any way.

- No pinning of frame.

- To mount steering box, you may weld a tube to the top and bottom of frame. Do not weld excessively, do not pin frame to mount the steering box.

- Do not weld any seams behind the A-arm, even if the factory skip welded the seam, do not weld!

- If you choose to pitch, this must be done at the trans cross member only.

- You may cut the excess frame off the front rails but you may not move the front body mount. All body mounts must remain in stock location. [/color]

SUSPENSION SPRINGS:

- No coil to leaf conversions.

- Leaf springs must be in the factory position.

- You may change coil springs.

- Suspension must be original factory suspension for that car.

- You may not remove the shocks and put pipe or all thread in their place.

- You may not plate, reconfigure or re-enforce front A-arms

- If you chain your humps, you must leave enough slack for the suspension to work.

- You may reinforce your tie rods, but you must use the OEM tie rod ends.

- Pipe Tie Rods are allowed but you must use the stock ends, no aftermarket hiems.

- Steering wheel to Steering gearbox may be modified.

- Aftermarket steering columns allowed.

- Shock absorbers must be factory replacement for that year, make and model of car.

- No truck shocks, no exotic shocks, no mystery shocks, no oversized shocks.

- Air shock lines must be cut.

LEAF SPRINGS:

- No leaf conversions. These rules only apply to factory leaf sprung cars
- you may clamp leaf springs 4 clamps per leaf, 2in x ¼' strap. Max 2 3/8 bolts per clamp
- No homemade mounting plates or oversized U-bolts will be allowed.
- No welding on the spring pack
- No flat stacking springs

REPAIRING PRE RAN CARS:

- When repairing damaged cars, you may use (2) 4"x4"x 1/8" plate per frame section. These plates may not touch each other in any way. Repair plates must have an inspection hole drilled in the center so the Tech official can see thickness of plate.
- A frame section is one frame rail in front of or behind the OEM firewall, 2 plates RR frame, 2 plates LR frame, 2 plates RF frame and 2 plates LF frame rail. You may not add any more plate than this.
- 2 PLATES MAX PER FRAME SECTION.

EVERGREEN SPEEWAY INSPECTION PROCEDURES:

- *Official's decisions are final.*
- You will be given one (1) opportunity to correct items on your car.
- Each car gets a maximum of 2 times thru inspection.
- YOUR HOOD MUST BE OPEN FOR INSPECTION--- IT DOES NOT MATTER WHO YOU ARE.**
- Do not come to the inspection line if you are not done preparing your car.
- Any added or welded metal plate/rod or material not specifically covered in the rules, will be removed completely as well as the surrounding metal. Don't do it or your car will be weakened! Call ahead!

Questions may be sent to mail@evergreenspeedway.com

Office phone number: Leave questions for Tech with Shonda at 360.805.6117