



## **2014 NASCAR Street Stock Rules**

Evergreen Speedway, Monroe, WA

(Updated 2/8/2014)

### **Rule Book Disclaimer**

The rules and regulations are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern all events, and by participating in these events. All participants are deemed to be in compliance with these rules and regulations. All rules are subject to the interpretation of the track officials. Any equipment that the officials consider exotic or not in the interest, or intent of the rules will be considered not legal for competition.

### **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.**

These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant spectator official or others. The Race Director shall be empowered to permit minor deviations from any of the specifications or impose further restrictions that, in his opinion, do not alter the minimum acceptable requirements.

### **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS.**

Interpretation of, or deviation from these rules is left to the discretion of the Officials. Their decision is final. It's the responsibility of the driver to ensure their car conforms to all rules and regulations at all times.

### **Explanation**

The Street Stock Division is designed to promote greater interest in Stock Car competition. It is intended to further the interest and education for drivers having previously competed in an entry level class of any kind. The class is intended to enable individuals with moderate means to participate by limiting cost of race equipment required to be competitive. Interpretation of the rules by the Tech Inspector shall be final. No changes from stock production automobiles or component parts except as listed in these rules are permitted. If the rules don't state that you can, you can't.

### **1. COMPETING MODELS**

1. 1960 through 2001 American made all steel-bodied sedans and coupes.
2. Station wagons, jeeps, four wheel drives, convertibles or pick-up trucks are not allowed.
3. El Caminos and Rancheros are not allowed.
4. Rear or mid-engine cars are not allowed.
5. Minimum wheel-base of 101-inches.

## 2. WEIGHTS

1. Cars with Evergreen Speedway legal engines:
  - a. Displacing 365 ci or less will weigh 3200 lbs or more.
  - b. Cars with engines displacing 366 ci or more will weigh 3300 lbs or more.
  - c. GM 604 Crate engines will weigh 3150 lbs or more
  - d. Left-side weight, with Driver in seat and belted in will not exceed 55%.
2. Cars with engine that DO NOT meet Evergreen Speedway Street Stock or GM 604 crate engine rules must declare and choose a penalty prior to practice. Failure to declare will result in disqualification and loss of all points and prize money.
  - a. Option 1: Add 200 lbs to Evergreen Speedway Street Stock displacement weight rules.
  - b. Option 2: Install an Evergreen Speedway restrictor plate.
  - c. Option 3: Install a 500 CFM Holley 2300 carburetor.

**In the interest of fair competition, these penalties may be altered at any time by the Tech Director.**

## 3. STREET STOCK BODIES

1. Bodies must be steel and must remain stock in appearance. After market front and rear bumper covers allowed. Fiberglass or plastic front fenders and hood allowed. Aluminum doors allowed. **Must have stock appearing steel roof, rear quarter panels and deck lid.** All body parts must be securely attached to the car. Minimum roof height is 49" measured 10" back from windshield. Any cars that are being built or raced the 2012 season that have a complete fiberglass body can still compete until the end of 2014, then they also must comply with the current body rules in print.
2. Wheel opening may be trimmed for tire clearance only. Front inner fenders, hood, trunk lid, roof, door panels and trunk panels may be removed.
3. Must have stock or fabricated steel front firewall. Minimum 22 gauge steel. Firewall must be in stock or close to stock location on frame.
4. Must have stock floor pan from firewall to rear seat floor. May removed sections of passenger side floor for exhaust etc, but must retain at least half of the center bump section.
5. Rear firewall made of minimum 22 gauge sheet metal to create an airtight separation between the drivers compartment and trunk area. Driver's compartment must be sealed off from the rest of the car. Subject to tech.
6. All cars must have complete bodies.
7. Rear spoilers are permitted, must be stock or aftermarket parts. A stock and/or after market non adjustable rear spoiler not to exceed a maximum height of 5" off the deck lid. The spoiler must maintain the same contour of the rear of the car, must be mounted with no less than ¼" inch bolts and flat washers. No pop rivets or screws allowed, and mounted no further rearward than the trailing edge of the stock dimension trunk. Must be centered on the rear of the car. **Spoiler can be constructed of aluminum or 1/8" polycarbonate and will not exceed width of the car. Rear window, deck lid and rear spoiler fins, rudders, braces, wires, wings and forward mounting brackets are not permitted. Roof fins may only extend the length of the roof and a maximum height of ¾".**
8. Trunk must be able to be opened for inspection purposes/ Positive metal fasteners or pins must be used on the right and left sides of the trunk. Trunk lid must be able to open quickly if there is a fire.
9. Use of homemade front nose pieces (in front of fenders) allowed. No wedged noses allowed. Air dams and side skirts must have a minimum ground clearance of 5"
10. Body may be welded to frame. All bodies must be acceptable to Technical Officials.
11. Hood must fit in original position and maintain the original configuration. A minimum of four hood pins at the leading edge of the hood and two hood pins or hinges at the trailing edge. Hood scoops are allowed. All body parts must be fastened securely and in a manner acceptable to Technical Officials.

12. It is mandatory to have a full dashboard if stock dash is removed.
13. No tilt steering columns. Steering must have a collapsible shaft at a minimum one location. After market or factory allowed. Must retain minimum 4" of collapse length. Stock rag joint at steering box must be removed.
14. No streamlining allowed. No under and/or belly pans allowed.
15. Front radiator protection hoops are allowed but cannot extend any further ahead than the front grill.
16. Windshield is mandatory, but **may be replaced with minimum of 1/8" Polycarbonate. Side port windows and rear windows allowed and must a minimum of 1/8" Polycarbonate.** Must have a minimum of two vertical braces inside the windshield spaced at least 6" apart and centered. 3 are recommended. Must be welded or bolted with a minimum of 1/4" bolts.
17. All flammable material must be removed, along with chrome strips, door handles and ornaments etc.
18. All glass must be removed with the exception of the stock front windshield. This includes headlights, taillights, etc. You may have a left side maximum 4" round mirror that cannot protrude outside the body line of the car. The inside mirror can be a maximum of 17" x 3".
19. 19. All cars must have bumper mounted in stock location. Front and rear bumpers must have straps either welded or bolted flush to the quarter panels or fenders. Door nerf bars allowed but must be tight to the body and ends capped or turned in.
20. All cars must have tow hooks, must be readily visible and available.

#### **4. ROLL CAGE**

1. A roll cage is mandatory. It must be fabricated with a minimum of 1 3/4" x .095 round ERW or DOM tubing. Roll cage must have main hoop, roof hoop, two A-post bars, dash and main hoop spreader bars, and main hoop diagonal bar.
2. Minimum of four door bars on left side and three on right side. Left side door bars must be radius out to within 1" of door skin and padded. It is mandatory that 10 gauge steel plate completely cover all left side door bars from front to rear and top to bottom, and be solidly welded in place.
3. Roll cage legs must be attached to the frame rails and not to the floor pan.
4. Dash bar must go over top of the steering column.
5. A minimum of two bars must extend from the top of the main cage, through the rear firewall and to within 6" of the rear cross member of the frame.
6. Front hoop is allowed, must be a minimum of 1 3/4" x .095 and cannot extend past the front grill.
7. All overhead welds must be gusseted.
8. Rear frame rails must remain stock and complete.
9. No offset cages.
10. Existing cars with setback, offset or in some other way are deemed not to be in compliance with these rules may be required to add weight in a location and amount determined by Tech Officials.

#### **5. SEATS**

1. Aluminum racing seat is mandatory. No homemade seats. Mandatory high back double wrap around. Seat must be securely mounted to roll cage and both top and bottom. The seat must be located so that no part of the driver is outside of the roof hoop coverage area.

#### **6. SUSPENSION**

1. Stock suspension with stock steering parts, may interchange OEM like mfg. parts (GM to GM, Ford to Ford etc.) No racing type spindles, steel after market hubs allowed (Colman, etc.) Wide 5 bolt pattern not allowed.
2. Lower control arms must be stock and unaltered for the make, model, and year of the car.

3. All bushings must remain in a stock location. 8.0", 8.5", 9" or 9.5" nonadjustable tubular upper A frames may be used in place of stock arms.
4. No rack and pinion unless it is stock for frame used.
5. Polyurethane, Teflon etc. suspension bushings are optional.
6. Heavy duty Ball joints are permitted. No adjustable or screw in ball joints permitted.
7. Generation 3 Firebirds/Camaros and similar vehicles must retain the factory strut/shock tower and rear section of the inner fender in the original factory location but may be tied into the front loop. The inner fender must be attached to the fire wall in the original location. Towers may not be leaned, angled or moved in any direction. All original factory mounting points must be maintained. The top center portion of the towers inside of the factory mounting points may be removed. Adjustable plates may be used as long as plates are mounted on tower at original factory mounting points. Pan hard bar must use stock mounts and mounting location holes. Torque arm must be in factory location. Upper A frame mounts in stock location.
8. GM metric car rear trailing arms may be moved 3" maximum.
9. Frames must remain stock for make, Model, and year of car/ No frame or mount alterations allowed. No alterations to lower height or gain suspension travel. Minimum ride height of frame and all components is 5" with driver out of the car.
10. Rated or racing springs are allowed, minimum 5" coil. **Must be steel (magnetic)**. Springs must remain in the stock location and mounting points. Adjustable springs spacers allowed in spring. NO Jacking Bolts allowed. Leaf spring cars may use after market shackles, (1/4" x 2" x7.5"), four holes maximum, one hole on top, three holes on the bottom. Lowering blocks allowed. **Tapered lowering blocks allowed**. Partial blocks will not be permitted: block must cover enough of spring perch as to not allowed the housing to tilt. U-bolts must be used with lowering blocks to secure rear axle.
11. Sway bar will be installed in stock mounts. May be mounted using all-thread. All-thread cannot exceed 1/2" in diameter and must be in stock location.
12. Any front OEM steel sway bar is permitted( 1 3/8" in diameter maximum)
13. Rear sway bar must be OEM stock for make, model and year.

## 7. SHOCKS

1. Shock absorbers are optional. Must be mounted in stock location.
2. No external adjustable shocks or struts of any kind are permitted.
3. No spring assisted shocks.
4. Any steel body shock permitted End mounts may be removable.
5. NO BUMP STOPS.
6. \$50.00 PER SHOCK CLAIM RULE IN EFFECT. ANY ELIGIBLE DRIVER, CAR OWNER OR EVERGREEN SPEEDWAY MAY CLAIM ONE OR ALL OF ANOTHER COMPETITOR'S SHOCK(S)

## 8. BRAKES

1. Cars will have brakes in good working condition on all four corners of the car. No aftermarket calipers. Calipers must be stock OEM cast iron. Rear disc brakes ok with stock cast iron calipers.
2. Brakes will be actuated by a single or dual master cylinder.
3. One brake proportioning valve allowed.
4. 1/8" plate with cooling fins allowed.
5. No heating, welding or bending allowed.

## 9. REAR END, TRANSMISSION AND CLUTCH

1. Rear ends must be stock OEM or Ford 9" rear end okay.
2. Stock replacement after-market axles allowed. No modifications to housing, cover or bearings. Stock OEM rear cover only. NO cambered rear ends.
3. Locked rear ends are permitted. No Posi-traction, Detroit Lockers, Gold Tracks or limited slip differentials of any kind will be permitted. Spools or welded "spider gears" allowed.
4. GM Metric cars 1978 and newer and Generation 3 Camaro/ Firebird may use Ford 9" rear end. Outer flange to flange must remain stock width. Floaters allowed, subject to tech.
5. Any gear ratio permitted.
6. Multi disk clutches are allowed, minimum 5 1/2" diameter (Aluminum flywheels allowed)
7. Any OEM manual transmission may be used.
8. All forward gears and reverse must work. No gears may be removed or lightened. No racing transmissions or straight cut gear transmissions allowed.
9. Automatic transmissions may be used with prior approval of officials only.
10. A drive line strap is required. The strap will be located approximately 10" behind front U-joint. Material will be steel strap 3/16" minimum. It is the responsibility of the driver to ensure that in event of drive line failure, catch strap(s) construction and quantity is adequate for containment.
11. All drive lines will be steel. All drive lines must be painted white.

## 10. SCATTER SHIELDS

1. Scatter shields are mandatory on all cars, 180 degree coverage on all automatic transmissions. Lakewood 3600 bell housing are recommended.
2. Minimum material 5/16" nylon web or 1/2" steel or blanket for automatics.
3. All scatter shields must be under floor boards and must cover flywheel area.
4. Aluminum bell housings allowed with 7.5 inch or smaller clutch.

## 11. TIRES AND WHEELS

1. Wheels will not exceed 8" in width
2. All wheels will be heavy-duty or reinforced steel. (I.E Aero, Bart, Basset, Clement etc.)
3. **No wheel spacers allowed on the front suspension.**
4. **Magnetic steel rear spacers allowed on rear suspension.**
5. **The maximum tread width is 65.5" measured at spindle height.**
6. The use of 5/8" wheel studs is required. Steel studs and nuts only.
7. No tire softener, strengthener or chemicals will be permitted at anytime on any tire, including practice tires. Any tire in your inventory, in trailer or anywhere on premises that does durometer to spec or is not legal in the opinion of the officials will be confiscated and the driver penalized. **Penalty may include loss of points, fine and/or suspension.** For tire to be used and weekly usage requirements, see addendum.

## 12. FUEL CELL

1. Fuel cell must be encased in a steel container matching the capacity of the cell.
2. Fuel cell capacity, including filler spout will not exceed 22 gallons. Ballistic bladder type cells are highly recommended. Bladder type cells not to exceed 8 years in age as determined by mfg. date. Plastic fuel cells not to exceed 6 years in age as determined by mfg. date. Any fuel cell not in perfect condition or questionable as a result of age, care or damage as determined by tech officials, may be required to be replaced regardless of date of manufacturing.
3. Fuel cell and container will be installed as far forward as possible in trunk compartment and equal distance between frame rails.

4. Fuel cell container will be fastened to the frame in a recessed support frame. The support frame must be constructed using two tubes that are welded to and extend from the left side to the right side frame rails. Three 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.
5. Fuel cell container will be secured in the support frame by two lengthwise and two crosswise tubes evenly spaced and attached to the support frame.
6. All points of the bottom of the fuel cell container will have a minimum ground clearance of 10".
7. All cars will have a bar installed at the rear of the fuel cell. Bar will be a minimum of 1 1/4" x .095" and must attach to the frame rails and extend down across the bottom of the fuel cell with a support bar that attaches to the rear frame cross member. Minimum of 1/8" steel plate must be installed between rear upright support bars.

### **13. ENGINES**

1. Any stock displacement V8 engine from within a manufacturer's line will be allowed. ("BOWTIE" or "SPECIAL PRODUCTION" Engine blocks are not permitted.)
2. Maximum of .060" over bore is allowed.
3. **Maximum compression ratio is 10:5:1.**
4. All parts listed must originate from OEM stock production casings and forges that have been machined according to the normal machining schedule utilized for production parts.
5. Engine will remain in stock location
6. Engine mounts can be stock type or solid mount. After market neoprene inserts are permitted if installed in stock shell.
7. A safety chain from the left front frame rail to the black will be allowed and is recommended.
8. Engine Blocks must be of standard factory production with standard external measurements in all respects.
9. No aluminum blocks permitted.
10. Internal polishing, porting, altering and/or relieving of engine parts is not permitted except for the oil return holes which may be deburred.
11. Any piston may be used. Valve reliefs may be cut into pistons.
12. Only Steel Connecting Rods allowed. Titanium, Aluminum and stainless steel connecting rods are not allowed.

### **14. CYLINDER HEADS**

1. Cylinder heads must be cast iron.
2. OEM stock or stock replacement straight plug heads. 180cc maximum intake runner volume and must be within 6% of advertised volume of head used.
3. Limit of two valves per cylinder.
4. No titanium valves permitted.
5. No port matching or flow work is permitted.
6. Three-angle valve jobs are permitted. Maximum angle of 70 degrees.
7. No stone or grinding marks are permitted above the bottom of the valve guide.
8. Valve job cutting must be centered off the centerline of the valve guide.
9. Surface where cutter or stone has touched must not be polished.
10. External Modifications will not be permitted
11. Internal polishing, porting and relieving are not permitted
12. No angle plug heads permitted
13. Flat or stepped push rod guide plates allowed

**No hand grinding or polishing is permitted on any part of the head.  
Maximum valve size measured across the face of the valve.**

	<u>Intake</u>	<u>Exhaust</u>
General Motors	2.02	1.60
Ford-Cleveland	2.25	1.71
Ford-Windsor	1.94	1.60
Chrysler	2.02	1.60
AMC	2.02	1.60
OLDS	2.25	1.68

### **15. CRANKSHAFT AND CAMSHAFT**

1. After market crankshafts must be identical in appearance and construction as OEM.
2. Stroke may not be increased or decreased.
3. Balancing is permitted.
4. Counterweights may be polished.
5. Counterweights may not be edged, undercut or drilled to lighten crankshaft.
6. Main bearing journals and rod journals may not be drilled to lighten crankshaft.
7. Any steel flat-tappet camshaft is permitted.
8. Hydraulic or solid steel lifters are allowed. Lifter bores must remain same size and configuration of OEM.  
No mushroom or roller-lifters permitted.

### **16. INTAKE MANIFOLD**

1. Must be OEM stock cast iron passenger car only. No Bowtie or high rise type allowed. Edelbrock Performer or Victor Jr. #2975 manifold allowed. Edelbrock Super Victor #2913 may be used with Chevrolet Vortec cylinder heads, carburetor spacer is not allowed with this combination. No porting, polishing or altering allowed.
2. Heat crossover may be blocked with tin, sheet-metal or gasket material. No epoxy fillers.
3. No porting, polishing or deburring permitted.
4. No hand grinding of any kind permitted.

### **17. EXHAUST**

1. Headers or stock cast iron manifolds allowed.
2. Headers will have 1 5/8" in primary tubes (maximum).
3. Headers will have 3" collector (maximum).
4. No stepped or coated headers permitted. No crossover or 180 headers.

### **18. GM Crate Engine**

1. The "604" crate engine is the only crate engine allowed. All cars weights are as listed for 365 cubic inch and smaller. See super late model rule book for engine specs. All specs including carburetor to be used. Single ignition box and rev limited box to be used per late model rule specs. Cars using the "604" crate engine may run a 10,000 RPM stock replacement type all steel clutch assy. (5 1/2" minimum diameter) in able to better balance engine performance between available options. Any car wishing to run the "604" crate engine must discuss this option with officials before being allowed to compete. The GM crate weight will be 3150.

## 19. CARBURETOR

1. Only Holley PN 4777, 650 cfm four-barrel carburetor is allowed. **No Holley Gold, HP Gold** or Premium series. **Competitor \$350.00 Carb claim rule in effect. Management reserves the right to claim any carb with a “new in the box” and \$200.00 cash exchange for competitors carburetor.**  
**Exception: GM 604 crate engine rule.**
2. Part number must remain on carburetor.
3. Choke plate must be removed.
4. Choke horn may not be removed.
5. Idle holes may be drilling in butterflies.
6. Power valve check ball allowed.
7. The only allowable changes to parts on carburetor will be jets, accelerator pumps, power valves, squirters, and accelerator pump cams. All other parts will remain as carb came out of the box. Metering blocks will be as per design of part number 4777. No four corner idle screws.
8. Two throttle return springs are required, separate from carburetor return spring.

## 20. CARBURETOR SPACER AND GASKETS

1. A solid one-piece aluminum spacer, 1” thick may be used between the manifold and the carburetor.
2. Spacer may be open or four-hole type.
3. Spacer must be perpendicular to the base of the carburetor, no taper or bevels.
4. A single one piece gasket, MR Gasket part number 54 or 55 may be installed on either side of the spacer. No other gaskets of any kind permitted in any location.
5. No heat-shields or deflectors.

## 21. AIR CLEANER

1. An air cleaner is mandatory at all times.
2. **Maximum air cleaner size is 4” x 16” with solid cover and base.** Air boxes are allowed. Paper filter or K&N reusable type filters are permitted.

## 22. IGNITION

1. **Distributor ignition only. Must be mounted in the stock location. No crank trigger systems permitted.**
2. After market modules and coils allowed.
3. **Spark amplifier boxes are not permitted. Exception: GM 604 crate engine rule.**
4. Spark control from the driver compartment is not permitted. No traction control devices permitted.

## 23. OIL PANS AND COOLERS

1. Over-sized steel oil pans are allowed.
2. Oil coolers are allowed.
3. Oil coolers will not be mounted in driver compartment.

## 24. MUFFLERS AND EXHAUST

1. **Mufflers are required.**
2. Extra brackets are mandatory.
3. **Maximum noise level is 95 DBA at 100’ AND WILL BE ENFORCED.**
4. Exhaust must extend behind driver and in front of rear tire.
5. Exhaust must not enter floor pan or firewall. Floor pan may be raised for muffler clearance.
6. Maximum muffler inlet and outlet of 3” for dual and 4” for 2 into 1 system.

## **25. BATTERY**

1. Battery must be securely mounted and in a sealed box if in the drivers compartment.
2. Master on/ off switch required and labeled.

## **26. TIRES See addendum**

1. 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. Unchecked 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! We are permitted to enter your pits and haulers to check for softened tires or anything that may be detrimental to the class. This is in the best interest of “fair play” Thank you for remembering this all season.

## **27. TRANSPONDERS**

1. Transponders are required and are to be mounted 15” fore or aft of the rear axle on right side of the car.
2. **Transponder must be run at all times, including ALL PRACTICE SESSIONS** to insure proper operation with scoring. Transponders may be rented from Evergreen Speedway. If you enter the racing surface with no transponder you will be Black Flagged. If this happens during a race, you will relinquish your starting position and return to the pits to obtain one.

## **PERSONAL SAFETY EQUIPMENT**

### **A. GENERAL**

1. Evergreen Speedway is not responsible for the effectiveness of any personal safety equipment.
2. Each competitor is solely responsible for the effectiveness of all personal safety equipment used
3. Each competitor is expected to investigate and educate himself/herself fully in respect to the availability and effectiveness of personal safety equipment.

### **B. PROTECTIVE CLOTHING**

1. Fire resistant clothing and/or equipment must protect all parts of the driver.
2. It is strongly recommended that during race conditions, any crew member that steps into the car servicing area must be protected by fire resistance clothing and/or equipment that effectively covers the body.
3. It is strongly recommended that during race conditions, any crew member 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 AND OTHER SAFETY DEVICES.**

### **C. FIRE EXTINGUISHER**

1. It is mandatory that each car have a fire extinguisher within the driver’s reach.
2. It is strongly recommended you have built in, fully charged Halon 1211 or equivalent fire extinguishing equipment with a 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, zip ties or wire.)

3. All entrants must have in their pit area at all times a fully charged minimum 10 pound capacity dry chemical Halon or its equivalent with a visible operating gauge and current inspection certificate.

#### **D. HELMETS**

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. Snell SA2005 or newer only. Full face helmets required. NO EXCEPTIONS.
3. 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 purpose should not detract from its effectiveness.
4. It is strongly recommended that during race conditions, any crew member that steps into the car servicing area wear a helmet. No half helmets or M rated motorcycle helmets permitted.
5. It is strongly recommended that at all times any crew member involved in fueling the car wear a full-face helmet and a fire resistant balaclava (head sock)

#### **E. SEAT BELTS**

1. A quick release lap belt of no less than 3" wide is required. Both ends of the lap belt and both ends of the shoulder harness must be fastened to the roll bar with Grade 8 bolts not less than ½" in diameter.
2. The shoulder harness and lap belts must be bolted so that the ends of the belts move freely. Shoulder harness must be no less than 3" wide and must come from behind driver's seat max 3" below the driver's shoulders or less than 10 degrees. Where the harness crosses the roll cage, it must pass through a steel guide welded to the cage that will prevent the harness from sliding side to side. Shoulder harness inertia reels cannot be used.
3. A center or submarine belt must be mounted to the lower seat frame at the bottom.
4. Where the belt passes through the seat edges, it must have a grommet installed, be rolled and/or padded to prevent cutting.
5. All seat belts and shoulder harnesses must connect at the lap belt with an approved quick release buckle.
6. Seat belts must be dated by the manufacturer and must not be used beyond five years after the manufacture date.
7. If a HANS device is being used, then the HANS style seat belts may be used.

#### **F. WINDOW NET**

1. A nylon window screen is mandatory.
2. The window screen must be rib type made from 1" wide nylon material with a maximum of 1 ¾" square between the ribs.
3. The minimum window screen size shall be 22" wide and 16" high. It must release from top with seat belt type latches, and it must be fastened to the roll cage top bar and highest driver's door bar on the cage
4. All window net mounts must be welded to the roll cage.

#### **G. HEAD AND NECK RESTRAINT DEVICES**

1. It is strongly recommended that at all times during any 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 connect must conform to the manufacturer's mounting instructions and it must be configured, maintained and used in accordance with the manufacturer's instructions.

## **G. HEAD AND NECK RESTRAINT DEVICES (continued)**

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

**Grace:** 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.

**Official request:** Any driver not reporting to tech for inspection when asked to so may be disqualified, lose of points and money for the night and subject to additional fines and suspension. Both car and driver may be suspended for a minimum of one race.

## **GENERAL INFORMATION**

All participants are expected 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 the show. Cars in the opinion of the Officials that lack in appearance or are deemed unsafe will not be allowed to race until acceptable. All car construction rules will be decided by NASCAR tech inspectors. Burden of proof on any concern will be the responsibility of the driver. **ALL 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**

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. Inform the Speedway office if you need to open a claim.

**It is the responsibility of the driver to ensure their car conforms to all rules and regulations at any time while on the racing surface or anywhere on premises. This includes practice, qualifying and competitive racing.**

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