



2018

2015-2019 NASCAR Street Stock Rules

Evergreen Speedway, Monroe, WA

(Updated 11/13/2017)

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. Originally published for the 2015 racing season, the intention is use these rules as the basis for technical specifications for five years. However minor adjustments may be required in the interest of fairness, safety and 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 confirms 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. 101" minimum wheelbase.

2. WEIGHTS

1. Cars with Evergreen Speedway legal engines. 55% left side max with driver belted in.
 - a. 3200 365 ci
 - b. 3300 366 ci and above
 - c. 3150 GM 604 Crate
1. Cars with engines 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 1" restrictor plate.

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

3. BODIES

1. Bodies must be complete and remain stock in appearance. Aftermarket front and rear bumper covers allowed. Fiberglass or plastic front fenders and hood allowed. Aluminum doors allowed. Must have stock OEM roof, rear quarter panels and deck lid or steel replacement. All body parts must be securely attached. Minimum roof height is 49" measured 10" back from windshield. No ABC bodies allowed.
2. Wheel opening may be trimmed for tire clearance only. Inner fender, hood, trunk, roof and door panels may be removed.
3. Must have stock or fabricated steel front firewall. Minimum 22-gauge steel.
4. Must have stock floor pan from firewall to rear seat floor. May remove sections of passenger side floor and firewall. Must retain at least half of the drive shaft tunnel.
5. Rear firewall made of minimum 22-gauge sheet metal to create separation between the driver's compartment and trunk area. Driver's compartment must be sealed off from the rest of the car. Subject to tech.
6. Rear spoilers are permitted, 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 and be mounted no further rearward than the trailing edge of the stock dimension trunk. Spoiler can be constructed of aluminum or 1/8" Lexan. Not to exceed width of the car. Roof fins are permitted with a maximum 3/4" lip and may only extend the length of the roof. No other vertical rails allowed including rear window, deck lid and spoiler fins.
7. Trunk lid must open. Positive metal fasteners or pins must be used on both sides
8. Use of homemade front nose pieces (in front of fenders) allowed. No wedged noses. Air dams and side skirts must have a minimum ground clearance of 5"
9. Body may be welded to frame.
10. 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.

11. No tilt steering columns. Steering must have a collapsible shaft at a one location minimum, 4" collapse length. Aftermarket or factory OK. Stock rag joint at steering box must be removed.
12. No streamlining allowed. No under panning or belly pans allowed.
1. Windshield is mandatory. May be replaced with minimum of 1/8" Lexan. Side port windows and rear windows allowed, not to excess, subject to tech. 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.
2. All flammable material, door handles, trim and ornaments must be removed.
3. All glass must be removed with the exception of the stock front windshield. This includes headlights, taillights, etc. Round 4" max left side mirror cannot protrude outside the body line of the car. Inside mirror max. 17" x 3".
4. All cars must have bumpers 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.
5. All cars must have tow hooks, must be readily visible.

4. ROLL CAGE

1. A roll cage is mandatory. 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 along with a main hoop diagonal bar. No offset cages.
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 radiator protection hoop is allowed. Must be a minimum of 1 3/4" x .095. Not to extend past the grill.
7. All overhead welds must be gusseted.
8. Rear frame rails must remain stock and complete.
9. 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. Location and amount to be determined by Tech Officials.

5. 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 aftermarket hubs allowed (Coleman, etc.) Wide 5 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" non-adjustable 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 allowed.
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 hoop. The inner fender must be attached to the fire wall in the original location. Towers may not be angled or moved in any direction and 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 if 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. May use aftermarket pan hard bar.
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 magnetic steel. Springs must remain in the stock location and mounting points. Adjustable springs spacers allowed. One spring per wheel. No jacking bolts allowed. Leaf spring cars may use aftermarket shackles, 1/4" x 2" x 7.5" with 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 allow the housing to tilt. U-bolts must be used with lowering blocks to secure rear axle.
11. Sway bar must 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" diameter maximum.
13. Rear sway bar must be OEM stock for make, model and year.

6. SHOCKS

1. Shock absorbers optional. Any steel body shock permitted. End mounts may be removable. Must be mounted in stock location.
2. No externally adjustable shocks or struts of any kind are permitted.
3. No spring assisted shocks.
4. No bump stops or coil binding allowed.

7. BRAKES

1. Cars must have brakes in good working condition on all four corners. No aftermarket calipers. Calipers must be stock OEM cast iron. Rear disc brakes ok with stock cast iron calipers.
2. 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.

8. REAR END, TRANSMISSION AND CLUTCH

1. Rear ends must be stock OEM or Ford 9" rear end okay. Must be factory width outer flange to outer flange plus or minus 1".
2. Stock replacement aftermarket 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. Multi disk clutches are allowed, minimum 5 1/2" diameter. Aluminum flywheels allowed.
6. Any OEM manual transmission may be used. Automatic transmissions must have prior approval of tech.
7. All forward gears and reverse must work. No gears may be removed or lightened. No racing transmissions or straight cut gear transmissions allowed.

8. Minimum 3/16" steel drive line strap required, located approximately 10" behind front U-joint. 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.
9. Drive lines must be steel. Must be painted white.

9. SCATTER SHIELDS

1. Scatter shields are mandatory on all cars.
2. Minimum material 5/16" nylon web or 1/2" steel. Blanket for automatics.
3. All scatter shields must be under floor boards and cover flywheel area.
4. Aluminum bell housings allowed with 7.5 inch or smaller clutch.

10. ENGINES

1. Any stock displacement V8 engine from within a manufacturer's line will be allowed. BowTie and Special Production engine blocks are not permitted.
2. Maximum of .060" over bore.
3. Maximum compression ratio is 10.5:1.
4. All parts listed must originate from OEM stock production castings and forges that have been machined per the normal machining schedule utilized for production parts.
5. Engine must be in stock location.
6. Engine mounts can be stock type or solid mount. Aftermarket neoprene inserts are permitted.
7. A safety chain from the left front frame rail to the block is recommended.
8. Engine Blocks must be of standard factory production with all standard external measurements.
9. No aluminum blocks permitted.
10. Internal polishing, porting, altering and 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. No titanium, aluminum or stainless steel connecting rods.

11. 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. No external modifications.
3. Limit of two valves per cylinder. No titanium valves permitted.
4. Three-angle valve jobs are permitted. Maximum angle of 70 degrees.
5. Internal polishing, porting, relieving and hand grinding not permitted.
6. No port matching or flow work is permitted.
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. No angle plug heads permitted.
11. Flat or stepped pushrod guide plates allowed.
12. 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

12. CRANKSHAFT AND CAMSHAFT

1. Aftermarket 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 knife 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.

13. 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.
2. Edelbrock Super Victor #2913 may be used with Chevrolet Vortec cylinder heads. Carburetor spacer is not allowed with this combination.
3. Heat crossover may be blocked. No epoxy fillers.
4. No porting, polishing, altering or deburring or grinding of any kind permitted.

14. EXHAUST

1. Headers or stock cast iron manifolds allowed.
2. Headers must have 1 5/8" primary tubes and 3" collector maximum.
3. No stepped or coated headers permitted. No crossover or 180° headers.

15. GM Crate Engine

1. GM Sealed Crate Engine PN 88958604 and 19318604.
2. Engine must maintain engine manufacturer specifications.
3. GM 6¾" harmonic balancer GM PN 12551537 or the standard GM604 balancer.
4. 1.5 ratio rocker arms GM PN 12367345 required. Older GM 604 engines can upgrade to the GM factory beehive style valve springs in the updated 604 configuration PN GM 12499224.
5. Single ignition box and rev limiter to be used with 6300 RPM chip.
6. May run a 10,000 RPM stock replacement type all steel clutch assy. 5½" minimum diameter.
7. Counterfeit seals will cause the engine to be confiscated, loss of all points accumulated up to that point in the season, a year suspension and a \$2500 fine. Infraction is subject to additional appropriate penalties and suspensions.
8. The 650 CFM Holley carburetor PN 80541-1 or 2 is mandatory. The carburetor and any carburetor components including boosters, throttle plates, throttle shafts, throttle bodies, metering blocks, etc. must remain stock in

appearance and match all factory dimensions. Only Holley replacement and/or service parts will be permitted in carburetor rework. Must pass all BLP Box Stock Gauges and visual inspection.

9. Notify officials before competing with GM604.

16. CARBURETOR

1. Only Holley PN 4777 650 cfm four-barrel carburetor is allowed. No Holley Gold, HP Gold or Premium series. Exception for the 604 Crate engine. Management reserves the right to claim any carburetor for \$450.00.
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 drilled in butterflies.
6. Power valve check ball allowed.
7. The only allowable changes to parts on carburetor will be jets, accelerator pumps, accelerator pump cams, power valves and squirters. 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.

17. 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 permitted.

18. 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. Mr. Gasket 6005 is approved.
3. Spacer bore 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.

19. IGNITION

1. Distributor ignition only. Must be mounted in the stock location. No crank trigger systems permitted.
2. Aftermarket 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.

20. OIL PANS AND COOLERS

1. Oversized steel oil pans are allowed.
2. Oil coolers are allowed.
3. Oil coolers must not be mounted in driver compartment.

21. MUFFLERS AND EXHAUST

1. Mufflers are required.
2. Extra brackets are mandatory.

3. Maximum noise level is 95 DBA at 100' 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.

22. 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 must not exceed 22 gallons. Ballistic bladder type calls 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 acceptable condition due to age, damage or lack of care as determined by tech officials may be required to be replaced regardless of date of manufacture.
3. Fuel cell and container must be installed as far forward as possible in trunk compartment and equal distance between frame rails.
4. Fuel cell container must 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 must 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 must have a minimum ground clearance of 10".
7. All cars must have a bar installed at the rear of the fuel cell. Bar should 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.

23. BATTERY

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

24. WHEELS

1. 8" steel wheels max.
2. Must be heavy-duty or reinforced steel. (Aero, Bart, Bassett, Clement etc.)
3. No wheel spacers allowed on the front suspension.
4. Magnetic steel rear spacers allowed on rear suspension.
5. The use of 5/8" wheel studs is required. Steel studs and nuts only.

25. TIRES: *See Addendum*

26. TRANSPONDERS and **IN-CAR COMMUNICATIONS**

1. Transponders are required and are to be mounted **15" behind 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.
3. **Two-way radio communication is allowed. Raceceiver is Mandatory at all times.**

26. QUALIFYING AND LINE-UPS

1. Qualifying will be used to determine heat race and main event line ups for the first (2) events of the season. Qualifying points will be given for these first (2) events
 - a. 1st 8 points
 - b. 2nd 6 points
 - c. 3rd 5 points
 - d. 4th 4 points
 - e. 5th 3 points
 - f. 6th 2 points
 - g. 7th and back 1 point
4. After that, Point average will be used. Point average is figured by taking the total number of season points divided by the number of main events started.
5. Highest to lowest point average determines qualified order for the event.
6. Invert draw is organized by the Pit Stewart

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.
4. It is strongly recommended that during race conditions, any crew member that steps into the car servicing area, or is involved in fueling of the car be protected by fire resistant clothing and/or equipment that effectively cover the body, including helmet.

B. PROTECTIVE CLOTHING

1. Fire resistant clothing and equipment must protect all parts of a driver.
2. Evergreen Speedway requires that all drivers and wear a fire suit in good condition. It is recommended that all drivers and crew wear balaclava, socks gloves and shoes in good condition.
3. **IT IS THE RESPONSIBILITY OF THE DRIVER, NOT EVERGREEN SPEEDWAY, TO ENSURE THAT HE/SHE MAINTAINS, WEARS AND PROPERLY USES PROTECTIVE CLOTHING.**

C. 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 SA2010** 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 manufacturer. Any modifications to the helmet for any purpose should not detract from its effectiveness.

D. 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 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 ENSURE THAT HIS/HER DEVICE/SYSTEM IS NASCAR APPROVED AND CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED.

E. SEAT

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. All seats should have padded rib and shoulder protectors. Full containment seats are recommended.
2. A padded headrest approved by NASCAR officials is mandatory

F. 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 should be used.

G. WINDOW NET

1. A nylon window screen is mandatory. It must 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.
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. All window net mounts must be welded to the roll cage.

H. 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.

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. **Inform the Speedway office if you need to open a claim.**
3. If you have follow-up treatments, please advise your doctor of the following
 - a. Your insurance carrier
 - b. NASCAR insurance claim number
 - c. The date of the accident
 - d. The time and place of your accident
4. Your doctor should then bill NASCAR directly.

It is the responsibility of the driver to ensure their car confirms 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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