



2019

2019 Renegade/V8 Extreme Rules

Evergreen Speedway, Monroe, WA

(Updated 11/19/2018)

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 confirms to all rules and regulations at all times.

Explanation

The Renegade/ V8 Extreme division is designed to promote greater interest in stock car competition and to enable new and inexperienced drivers and owners to compete in their own class. It enables individuals with moderate means to participate without spending a significant amount of money for race equipment. Decisions and interpretations of the rules by Tech inspector shall be final. No changes from stock production automobiles to component parts except as listed in these rules are allowed. If it doesn't say you can, you can't.

1. **COMPETING MODELS**

- a. Open to all v8 steel bodied cars.

2. **Body and Car Construction**

- a. Interiors of cars must be stripped of all flammable materials.
- b. All exterior molding, trim and lighting must be removed.
- c. All glass except the front windshield must be removed. Windshield may be replaced with 1/8" Lexan or expanded metal screen. Lexan or Screen must be securely attached and have two vertical braces in the center of the windshield. Braces must be securely attached.
- d. Steering wheel may be replaced with a quick release style. Highly Recommended.
- e. All insulation under the hood must be removed
- f. Battery must be securely fastened. May be relocated to passenger compartment. Must be fully enclosed in a battery box. Box must be securely mounted to floor or cage.
- g. Exterior bracing, Bumper reinforcement and nerf bars approved.
- h. Front bumper may be reinforced.
- i. Front and rear firewalls be must complete. No holes.

3. **ROLL OVER PROTECTION**

a. **Post and Door Bar Cars**

- i. 2 vertical upright bars made from a minimum of 1 3/4" .095 pipe. Must have steel plates welded to the top and bottom of the upright and be securely bolted through the floorboard and roof with backer plates. 1/2" grade 8 hardware required
- ii. Uprights are required to have a leg that extends off of the top of the upright down to the floor at an angle. The floorboard end must be plated and welded or bolted to the floor.
- iii. There must be a horizontal pipe that connects the 2 uprights together at the roof.
- iv. 12" channel iron door bar is required for the driver's side,, 8" channel iron for the passenger's side. Must extend past the front and rear door seams and be securely bolted in place.
- v. **A 4 point or 6 point cage is Highly Recommended.**
- vi. Doors must be welded, bolted and/or chained shut.

4. **Fuel Tanks**

- a. Stock fuel tank may be used as long as it is located ahead of the rear axle and securely mounted it it's factory location.
- b. Relocated tanks must be mounted in the trunk area as far forward as possible.
- c. Derby Tanks are allowed
- d. No boat tanks
- e. A commercially manufactured fuel cell is highly recommended.
- f. All Fuel tanks and mounting must be approved by Evergreen Speedway Officials

5. **Battery**

- a. Factory location is allowed. Must be properly secured down
- b. Relocation is allowed. Must be in a battery box. Must be securely mounted.

6. **Tires**

- a. Any tire with a tread width no greater than 8"

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 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 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 highly recommended

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.
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.

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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