

2021 Evergreen Raceway General RULES

1. All competitors shall be subject to the rules and regulations of Evergreen Raceway Park as stated or amended.
2. No Drivers or Crew Pit License for the 2021 season. Everyone must have a One-night pit pass defined as an event band with an ink stamp. Not having both the stamp and the band will result in an escort to the gate to either pay for the day's event or leave our day's event. No one under the age of 10 years old is permitted into the pit area.
3. Drivers must pick up or register transponder in person at office window.
4. Everyone entering the pit area will be considered, for all intents and purposes, a participant in the night's racing event. Participants will be fined a sum of \$250.00 and suspended for two weeks, for the following behavior:
 - A. Abuse of any kind directed against Evergreen Raceway officials. This will include, but are not limited to, verbal abuse in any form, any type of physical assault, or disregarding instructions from speedway officials.
 - B. Abuse of any kind, or acts directed against employees of Evergreen Raceway, patrons, or other participants in that night's event. Fines imposed for any form of assault upon another individual in the pit area, after being collected from the person at fault, will be split between the speedway and the victim. Anyone entering the pit area of another participant will be automatically considered at fault in such situations. If retaliatory action takes place both parties will be considered at fault and fined. In all cases, the parties at fault will be subject to arrest and prosecution by local law enforcement officials.
 - C. Entering restricted areas of the racetrack. These areas include, but are not limited to, the entrance to the racing surface in turn two and exit area in turn one, both towers during a racing event, the flag stand, the tech area, and the entire racing surface. This is also outlines in the rules classifications section. Any crew member going past the white lines at either the track entrance or exit will constitute a black flag for the driver affiliated with them. This is 100% not negotiable and is being done for safety.
 - D. Distraction or verbal abuse of corner flag men, safety workers, or tow truck drivers during a racing event.
 - E. Operating any race car at an unsafe speed in the pit area. All cars in pit area must be driven at 15 mph or less at all times. Absolutely no burn outs or temper tantrums. No excuses will be tolerated at any time for this type of behavior. Along with imposing fines for the aforementioned behavior, the race director may revoke the pit privileges of such individuals at any time. Any competitor who has his or her license revoked will also forfeit any rented pit pads. Money for pit pads will only be returned in a pro-rated amount if pit pads are resold by track management to another competitor. Any of the above actions will also result in immediate disqualification of the car or cars involved by the race director. Any car disqualified will be considered absent from the event for handicapping purposes. All fines must be paid in full before pit privileges are re-instated.
5. Any party who willfully or maliciously uses a race car on the track or in the pit area to injure, destroy or damage another person or personal property will be disqualified, suspended, and/or fined and may be subject to arrest.
6. Alcoholic beverages are prohibited anywhere on the Evergreen Raceway grounds until minimum 15 minutes after the last event. No glass bottles. Obviously, the use or possession of any illegal controlled substances is also prohibited. Violators are subject to disqualification, suspension, and/or fine. Driver is responsible for all persons

with the racecar. Drivers may be subject to drug or sobriety testing if deemed necessary by racetrack officials. The threshold for driving under the influence of intoxicants will be set forth by the DUI laws of Pennsylvania. Any visibly intoxicated individual will not be allowed to compete and will be removed from the pit area.

7. All cars are subject to technical inspection as deemed suitable by the race director. The race director's decision is final regarding the safety and legality of all racecars. At no time is any racing vehicle allowed to go under race conditions without a safety inspection sticker or approval through the tech official or race director. Failure to assure that the vehicle has successfully been through the required safety inspection prior to racing is the requirement of the driver/owner.

8. No equipment shall be considered approved simply because it passed through inspection unobserved.

9. All weights, percentages and measurements are after race with driver in car with the exception of the Late Model and Modified divisions who must make weight and height prior to the start of the feature. Any change from this format will be conveyed by the race director at the drivers meeting.

Evergreen Raceway scales, gauges, and other measuring devices will be considered the absolute last word in all disputes.

10. Any time you are disqualified you will receive no points or money unless otherwise specified

11. Maximum of 20 cars will receive championship points in all point races. Additional cars may be added to feature events at the discretion of Speedway officials, but these cars will compete under the following conditions:

A. Drivers of cars added to an already full field of 20 cars will receive no championship points for the feature event.

B. Drivers of cars added to an already full field of 20 cars will receive handicapping points based on feature finish.

C. Any driver of an added car who brings out the caution on their own will be black flagged and removed from the feature event.

D. Payout for added cars will be reduced by the amount of money normally paid for taking the green in that feature event.

12. The dumping of any fluids or tires will result in fines and suspension.

13. Any driver competing in more than one event in that week's program must pay an additional entrance fee for each additional class they are competing in. It is the driver's responsibility to inform Speedway officials when they are competing in an additional class or classes. Failure to report such activity shall result in removal from the additional event or events and the driver shall receive no points or money from the additional event or events.

14. The use of any traction control devices, electronic or mechanical, is not permitted at Evergreen Raceway. Ignition boxes or other associated parts may be confiscated from any racecar at any time by race officials and may be impounded for inspection. These parts will be seized if found to be in violation. Violators will lose all accumulated points, any money from that event, and will be subject to a fine of not less than five hundred dollars along with a suspension of not less than four weeks. This rule will also apply to any production systems, which may exist in stock form in the FWD, Factory Stock or enduro divisions. These systems must be completely removed from all such cars.

15. The use of any tire softening agents or other performance enhancing tire treatments is strictly forbidden. Tires are subject to testing before, during, or after an event and any evidence of such use will result in disqualification along with the loss of points for the entire event. Fines and suspension will also be imposed. In all cases, sample tires from the tire truck will be used as a standard and those tires showing distinct evidence of chemical treatments will be considered illegal and sufficient reason for disqualification.

Racetrack officials for further testing may impound suspicious tires.

16. All racecars must be easily identified with a number on each door, the roof, and the upper right hand corner of the windshield (except Modifieds). Similarly painted cars such as team cars must be numbered differently for identification purposes. In this situation, the same number with a different letter is not acceptable. No two racecars in any division will have the same car number/letter combination.

17. Drivers are solely responsible for reporting driver changes. If a driver change is not reported to the officials before the event is staged, the car or cars involved will not be allowed to start the event.. All driver changes are governed by procedural rule #10. If non-reported driver change is discovered during or after an event the car or cars in question will immediately be disqualified and the driver, or drivers involved will be subject to a fine not less than two hundred fifty dollars and a two-event suspension.

18. In case of a low car count in any certain division, the purse may be adjusted accordingly.

PROCEDURAL RULES

Cars will have height and weights measured prior to the feature. All cars have access to the scales at any time throughout the racing event however they must have the official weights and measurements done prior to the feature. There will be a one pass per night forgiveness. If you go for your official pre-race inspection and your frame heights are to low or your weight is off, you will be given one chance to make changes to the car and come back around. Any additional attempts that are needed will result in forfeiture of your starting position and you will be moved to the back of the field. Cars can be pushed on the scale by 2 crew members however; no manipulation of the car once on the scales is permitted. This is for Modifieds and Late Models unless otherwise noted in drivers meeting.

1. All cars must be signed in at the pit office to be placed in heat races. All cars will be assigned starting positions according to handicap.. Any car arriving less than thirty (30) minutes before the scheduled starting time will automatically start at the rear of the heat regardless of handicap.

2. Any car unable to make its assigned heat will be placed directly into the consolation race.

3. All cars participating in an event will assemble in the staging area during the preceding event and enter the track at the signal of the race director or flagger. All cars will stop in their starting positions at the line in turn four. At the starter's signal, the field will begin it's pace lap. The turn two pit gate attendant will regulate entry to the track after the start of the pace lap. You must come to a complete stop at the turn two entrance and wait for the flagman's instructions. Failure to obey will result in disqualification. There will be **THREE COURTESY LAPS** for pitting or flat tires. With this and the interest of safety you will be allowed to enter the track after the field has taken

the green flag and fall in the back of the pack as they pass the turn two-pit gate. You will not be considered a lap down. The turn two flagman will determine if your car is able to enter and when it is too late to enter. This is the only time you may enter track under green flag conditions.

4. Turn two is the ONLY entrance to the racetrack. ANY CAR DISOBEYING THE TURN TWO PIT GATE ATTENDANT'S STOP SIGNAL OR ENTERING THE TRACK FROM TURN ONE WILL BE IMMEDIATELY DISQUALIFIED.

5. There will be no driving the wrong way on the racing surface unless instructed to do so by an official. Driving the wrong way on the speedway will result in Immediate disqualification (this includes victory lane celebration laps while officials or other cars are on the track).

6. All starts will be signaled by the starter. Prior to a start the pace car will leave the raceway on the backstretch and the yellow raceway traffic lights will go out. Be ready to go racing! All original starts will be controlled by the driver of the pole car, who may accelerate only after passing the white line in turn four. The driver of the pole car is solely responsible for a safe and orderly start of the race. If a reasonable tempo of at least 35 miles per hour is not maintained, the start will be waived and the driver will receive a warning. This warning will be a final one. A second offense will result in being put to the rear of the field. Any action on the part of the driver of the pole car which contributes to damage further back in the field, will be considered the cause of the caution and the driver will be put to the rear of the field. This includes but is not limited to: brake checking, shifting, failure to maintain a reasonable pace, or encroaching on the lane of the outside pole car. If the outside pole man goes before the pole man, the green will be displayed, but the yellow will come out by the backstretch. (NOTE: When a yellow is displayed immediately after a start, maintain a reasonable tempo until cars can be safely brought under control. Resist the temptation to drastically reduce your speed--remember there are people racing behind you!) The outside pole driver jumping the start will be warned the first time and sent to the rear for the second offense..

ORIGINAL STARTS: All original starts will be double file. The field will receive the green flag at the white line in turn four. If you break from line, you will be set back to the rear of the field.

RESTARTS: Restart lineups will revert to the last completed lap. Restarts will be double File through the end of the feature and/or up to the race director's description, depending on the length of the evtn. On all restarts racing begins at the drop of the green. IF a single file restart is decided, any car obtaining an advantage on a singlefile restart by being out of line

may be disqualified or sent to the rear of the field. Restart penalties will be assessed on the next restart lineup. If the race ends without another yellow, the penalties will be assessed on the final order of finish. All restarts in heat races will be single file.

7. A race may be stopped at the discretion of the race director if he considers it dangerous or unsafe to continue.

8. The feature race shall run the full distance, if possible to run. The race director and starter may shorten any race if it becomes impossible to run or if in the best interest of the program it should not be continued. Feature races must complete at least half the distance to be official. Time limits can be enforced at any time by the race director and will equal 1 minute per lap per event. EX; 20 lap race = 20 minute time limit.

9. If a race meet is halted due to rain or other adverse conditions, prize money for all events run will be paid. If all heats for a division have been run AND the promoters do

NOT issue rain check, feature(s) will be run as a part of a subsequent event. If rain checks are issued only events run will be paid.

10. Once an event has received a green flag, no other cars may join the field or be substituted. No driver changes permitted after an event has received a green flag. Driver changes between events are permitted, but will result in the following: a) second car driven will start last in the next event, and b) first car driven will be scratched and must be re-qualified for the feature. In all cases-drivers, not cars, will be handicapped using a 3-week point average with maximum points awarded for races missed.

11. DECISIONS OF TRACK OFFICIALS REGARDING RACE PROCEDURES OR SCORING SHALL BE CONSIDERED FINAL.

12. When a race is halted for any reason, drivers must remain in their cars in order to restart the event as quickly as possible, Any driver leaving or working on a car on the racetrack will be sent to the rear. Drivers must remain with their cars as they are towed from racetrack to pit area. If the driver leaves the car, the car will be towed to the infield and left until completion of that heat or feature race. Any crewmembers leaving the pit area and entering the racing surface during an event will cause that car's immediate disqualification from the event.

13.. Any car entering the pits during an event must use the turn one gate only and if it returns to the field will restart at the rear. Enter pits only under yellow. Re-entry to the track must be done through the turn two entrance. Any car being black-flagged for the second time with the same problem will be removed from the event.

The second turn pit gate attendant may refuse entry/re-entry to the track to any car visibly unfit to compete, i.e. leaking fluids, loose body panels, etc. The attendant shall notify the driver of the problem and assist his safe return to the pit area.

Once the track is under green, the second turn gate will close and no car may reenter the raceway until a yellow flag is thrown (with the exception of Procedure Rule #3).

Lap cars will move to the inside lane and stay out of the way of passing cars. If a lap car fails to listen to move over flag or gets passed on the inside, they will be black flagged out of race. They will receive last place points and money for the amount of cars that were on the track at the time of the black flag. If a lap car causes an accident, they will be disqualified and receive no points or money.

14. Two laps will be given for competitors returning to the pits for tire changes or repairs.

15. Any driver who causes a yellow three times (or 2 times on their own) in an event will be removed from the event at the discretion of the race director. Removal from the event under these conditions will affect drivers handicap for future events. Any driver who intentionally causes a yellow, may be disqualified.

16. Any car that is leaking anti-freeze (not permitted in any racecar) on the racetrack will be disqualified for the night (no point-no money) and the owner fined \$35.00.

17. TOP FIVE Feature event finishers (other amounts and events as directed by track officials) must report directly to the scale after exiting the track. Failure to do so will result in disqualification. All weights will be checked with driver in the car. Any parts of the racecar initially on the car at the start of the event and lost during competition may be added at the scale if they can be retrieved by track staff.

18. Any competitor holding up the show for any reason will be immediately disqualified. Any car stopping on the racetrack at any time for any reason will be sent to the rear. If this occurs a second time the car will be removed from the event. Decisions on track position will be final and are determined solely by the transponder system. Drivers are not allowed to discuss or debate positioning or any other calls with racetrack flag men or other officials while an event is in progress.

19. All cars making contact in an accident will be placed in rear. Any other cars not in the same call at another section of the track or spinning to avoid without contact after yellow is displayed, will resume the race in the prior position. The race director will determine this call.

20. **ROUGH RIDING WILL NOT BE TOLERATED.** You will receive ONE warning. After that you will be sent to the rear or black-flagged. Any car black-flagged for rough riding will receive no points for that event. If it is a feature - no points, no money and will receive maximum handicap points for that event. Hitting after the yellow/checkered included. Any intentional hitting anywhere or anytime will result in a fine of no less than five hundred dollars and up to a calendar year suspension. The fine will go to the victim of the offense to pay for damages incurred. A board of officials will determine the penalty invoked. Violators will face prosecution on applicable charges. Defective equipment (i.e. faulty brakes, stuck throttle, etc.) will be the responsibility of the driver and under no circumstance will be accepted as an excuse for the incident.

21. At all times, any car entering the racing surface in turn 2, must be running under its own power. Cars may be push started in the pit area only. Under no circumstances shall a car be pushed onto the race track by crew members or a tow vehicle. **FLAG**

RULES

GREEN FLAG: The track is clear for racing--the event has officially started (or restarted). If held in a rolled position, you will be going green the next time around.

YELLOW FLAG: The most important flag, simply means **SLOW DOWN**, stay in line, no passing, and keep your eyes open for an accident, stalled car, debris, or anything else dangerous to you, fellow competitors, or spectators. You must get into single file for safety and line up purposes until told by officials to double up if so needed. Anyone not abiding by this rule will be sent to the back for the next re-start.

There are corner men, traffic lights, plus the starter who will be showing a yellow flag or light to warn you of impending danger. Anyone racing under the yellow will receive the following penalty:

1ST TIME: Verbal warning by the Race Director.

2ND TIME: Disqualified from the event and the rest of the night.

3RD TIME: Disqualified from the event, the rest of the night, and a week suspension and possible fine from raceway management.

RED FLAG: When a red flag is displayed on the speedway, all cars must come to a complete stop as quickly and safely as possible. The red flag will be displayed for dangerous situations on the speedway, or to facilitate a clean up after a racing incident.

All corner men have red flags and there are three traffic lights to warn you of a red flag condition. **CARS ENTERING THE PITS UNDER RED FLAG CONDITIONS WILL BE DISQUALIFIED FROM THE EVENT.**

Under the red flag the only movement permitted will be at the direction of track officials. Move only to the extent of their direction as safety vehicles may be operating on the raceway. When the emergency situation is cleared, cars will be signaled to move by yellow flag or yellow traffic lights. Failure to stop within a reasonable distance or movement under the red will result in the following penalties:

1ST TIME: Verbal warning by track official (those entering the pits will be disqualified from the event).

2ND TIME: Disqualified from the event and the rest of the night.

3RD TIME: Disqualified from the event, the rest of the night, and a week suspension and possible fine from raceway management.

When a red flag is displayed for a clean up, crews may work on cars which are in the pit area, at the time. The only other time a red flag may be displayed is for a weather situation. If a red flag is displayed for weather during an event, cars will be parked in a designated area and may not be worked on unless otherwise specified by the Race Director.

PASSING FLAG: (blue with yellow diagonal stripe) This is a passing or move over flag, given to slower or lapped cars. It means move to the **INSIDE** of the track, keep out of the racing groove, and maintain your speed. Failing to obey this flag will result in the following penalties:

1ST TIME: Verbal warning by Race Director.

2ND TIME: Black flagged, disqualified from the event.

3RD TIME: Disqualified from the event, the rest of the night, and a week suspension and possible fine from raceway management.

BLACK FLAG: You have been disqualified from the event for a rule infraction, or a safety hazard exists (smoking, leaking, mechanical problem, etc.) with your racecar. **PULL INTO THE INFIELD IMMEDIATELY.** You will receive the black flag two (2) times along with the chalkboard with your car number on it. If you do not pull off after two laps, you will no longer be scored or a yellow may be brought out to remove you from the event. If a yellow is required, you are disqualified for the night, for a first offense.

2ND TIME: Disqualified for the night and a week suspension and possible fine from raceway management.

3RD TIME: Same as above with a two-week suspension.

WHITE FLAG: One lap to go in the event.

CHECKERED FLAG: Finish of event. At the completion of an event, maintain reasonable speed into the first turn. Remember, there are people racing behind you.

Starters flag signals to signify end of event are official.

Evergreen Raceway may make Additions/changes to these rules as deemed necessary.

SAFETY RULES:

In constantly keeping our safety requirements up to date, we are looking at what's best for all participants. Unfortunately changes to safety in any sport, generally happen after seeing a necessity rather than being proactive prior to any incident happening. It is the intent of Evergreen Raceway to try and avoid or curve any safety issues prior to them happening to better our longevity and your safety.

As of the beginning of the 2017 season, a head and neck restraint device similar to a HANS device is **HIGHLY RECOMMENDED**. Evergreen Raceway understands the financial undertaking such devices impose on racers however we feel that human life is priceless. Our husbands, wives, sons, and daughters require that we try our hardest to keep safe while we participate in risky events. While this is not mandatory, we hope you understand the importance of such devices.

1. All cars will be safety inspected prior to being allowed onto the track by the Tech inspector or a qualified official. You must have an inspection sticker on your car at all times.

- 2.. All cars will have a suitable 2lb fire extinguisher, gauge type within the driver's reach with a quick release or a fire system.
3. All cars will have a fuel shut-off valve within reach of both sides of the car clearly marked "FUEL – ON/OFF" highlighted in orange.
4. All cars will have a battery shut off switch within reach of both sides of car, clearly marked "POWER – ON/OFF" highlighted in orange or any bright color.
5. All cars will have 2 drive shaft safety loops in both the front and the rear.
6. All weights added to cars will be welded or bolted using 3/8" grade 8 bolts, washers, and lock nuts. Added weight must be painted white with the car number.
- 7.. No glass or plastic fuel bowls or fuel filters.
8. Tow hooks on the end of each frame rail are mandatory. If your car does not comply with this rule, the track crew may push to the infield so as to not hold up the show.
9. All divisions must have at least a 2000 Snell approved helmet or newer. A full-face shield or goggles are mandatory. Full-face helmets are highly recommended. All divisions must have an SFI approved fire retardant suit and gloves in good condition (no holes, rips, or patches). Head sock, underwear, shoes, and horse-collars are highly recommended.
10. Nomex gloves will be worn anytime the car is on the speedway.
11. No sharp edges of any kind on any car.
12. Any fuel line or wire going through panels will be sufficiently grommeted. If fuel lines or wires come within 2" of any exhaust piping it must be shielded.
13. Approved fuel cells only. A minimum of 1 ½" bar shall be positioned behind all fuel cells in a manner to ward off punctures in case of accident.
14. Tip over valve on all fuel cells is mandatory on all cars.
15. All cars must have an approved aluminum, racing seat with a built-in headrest.
16. All safety belts will be securely fastened to the frame or cage with a minimum 3/8" grade 8 bolt. Shoulder belts shall come over a bar at shoulder height. All belts will share one common lever-type release. All safety belts will be no older the 5 years (3 years old for Modifieds). Belts with no date or are in questionable condition will not be allowed.
17. All cars will have an approved driver-side window net that is 18" by 24" secured to the roll-cage that drops down when released.
18. Any item covered and not covered in the above rules considered falling under the rules of safety may or may not be given a grace period to repair in order to race that given day. This will be entirely up to the Tech inspector.
19. Use of an SFI approved Head And Neck restraint System highly recommended. Some of the items in this section are defined in more detail in your divisional rules.
NOTE: Please make certain you read and understand all safety rules. Any questions please ask.

SCANNER SYSTEM/RULES:

1. The scanner system will make the driver aware of track flags, line-ups, and hazards through one-way communication between the track Race Director, the Transponder Operator, and the driver in the hopes of speeding up the show by providing correct driver information.
2. Scanners are mandatory in all classes. No radio communication will be allowed. Modifieds, Late Models and Evergreen Mods may use driver/crew two-way communication, but radios must be set up so

scanner overrides crew or spotter communication. If you are caught using two-way communication in any other class, the first offense will result in loss of points/money for that day and disqualification.

3. One or two-piece earplug is allowed.
4. Antennas will be allowed on the rear roof panels, although not necessary.
5. If your radio fails to operate, rentals will be available at the track office at a cost of \$10.00 per day (a deposit is required) and earplugs will only be for sale for health reasons.
6. Different verbal tests will be given and spot checks throughout the season at any given time to ensure your scanner is working properly. If you fail, you will be sent to the pits to check your scanner and lose your track position..
7. Any time you are in your car with your helmet on you must have the scanner on including practice.
8. Your car number must appear on the scanner.
9. Scanner operator will follow format only.
10. Please familiarize yourself with normal calls.
 - A. All flag calls (yellow, red, checkered, etc.)
 - B. ½ way, five to go, one to go
 - C. Move over lap car #X
 - D. #X car pull to infield
 - E. #X car pull to pits/black flag
11. Anyone not obeying the track scanner operators' commands will be black-flagged from the race.

Transponder Mounting Rules

1. Transponder location will be no less than 12" from centerline of rear end on the inside right rear of frame rail (except for FWDs, Legends and Midgets-see Tech official). Transponder must be properly installed in mounting bracket and bracket must be fastened securely with pop rivets. NO wire tied or duct taped brackets and/or transponders.

PROTEST RULES

A. VISUAL PROTESTS

1. Visual protests by competitors may be brought to the attention of the race director, pit steward, or chief steward and do not require a protest fee.
2. Visual protests must be made prior to the start of qualifying events and be in writing, signed by driver/owner, and submitted to proper officials.
3. Items requiring disassembly or removal for inspection will not qualify for a visual protest.

B. TECHNICAL PROTESTS

1. Technical protests must be filed with race director, pit steward, or chief steward before the start of that night's feature events. Competitor who files protest must obtain and complete a protest form and form must be accompanied by proper amount in cash, and be submitted in person by driver or car owner. Protest may be filed against only one other competitor. Both competitor who files protest and protested competitor must be qualified for feature event.
2. Car under protest will report to tech area at the conclusion of the feature event, regardless of finish. If car is damaged during feature event and is unable to continue, it will be towed to tech area and impounded until inspection of protested items can take

place. Protested items removed or replaced during feature event will be confiscated by tech officials for inspection. If car is damaged to an extent where technical inspection is not possible, protest money will be returned to competitor who filed protest.

3. Protested item or items will be removed by the crew of car under protest. Specialized tools required for removal or disassembly of protested items will be the responsibility of the party who files the protest.
4. Refusal to remove items will result in loss of all accumulated points and disqualification from that day/night's event.
5. Upon removal of protested item or items, the item or items in question will be placed in an area designated by tech officials.
6. Person of record who filed the protest will be given a period of five minutes to inspect item or items in question.
7. The burden of proof, in all cases, will rest with the competitor initiating the protest.
8. All measurements, specifications, etc., used for comparison must be found in a published document from the OEM Manufacturer or Aftermarket supplier. This documentation must be supplied by the competitor initiating the protest.
9. Information supplied must be specific to the item or items in question.
10. Any items presented for direct comparison must be removed directly from the car of the person who filed the protest as used in that day/night's feature event.
11. After competitor who initiated the protest completes his or her inspection of item or items in question, and presents evidence of the possibility of the illegality of the item or items in question, the protested competitor will be given a similar period of time to defend the legality of said items. The rules of evidence will be identical in both cases.
12. Upon hearing both sides of the case and completing an independent inspection of item or items in question, a panel of officials will render a judgement in the case. This panel will consist of: Chief Steward, Pit Steward, and Race Director. The Race Director may add or replace members of this panel as deemed necessary.
13. A unanimous verdict will be required in order for the item or items to be declared illegal. All parts in question may be held until decision is reached.
14. Notification of judgement will be provided in writing to both parties within five business days of protest. Race finish will remain under protest until a decision has been rendered.
15. Decision rendered will be FINAL. Items found to be illegal may be confiscated by Evergreen Raceway. Any competitor found to be illegal will lose ALL points and money from that day/night's event.
16. If after inspection, the item or items in question are found to be illegal, all money will be returned to competitor who filed the protest and the competitor with the illegal item or items will be disqualified. If protested item or items are found to be legal, the protested competitor will receive the protest money.
17. Race Director may disallow any protest deemed to be malicious in nature.
18. Race Director may suspend protest privileges of competitors during any extra distance or special events. Protests will not be allowed during "King Of The Evergreen Raceway" events.

19. TECHNICAL PROTEST FEES:

- A. Cubic inch or compression test (not allowed on sealed engines) = \$100
- B. Removal of clutch or torque converter = \$250

- C. Removal of rear end cover or center section for inspection = \$150
- D. Removal of suspension or steering item for inspection = \$100
- E. Removal of intake manifold, or visual inspection of camshaft/lifters(without removal) = \$250
- F. Removal of intake manifold and one cylinder head including disassembly of cylinder head for inspection of all associated parts = \$300
- G. Complete engine teardown including removal of intake manifold, removal and disassembly of cylinder head, removal of oil pan, removal of one connecting rod and piston, removal of camshaft and lifters, and inspection of all associated parts = \$750
- H. Removal and disassembly of Modified or Late Model rear end = \$350
- I. Removal of axle or removal of sight plug and inspection of spool in Modified or Late Model rear end = \$150
- J. Inspection of ignition system and wiring for possible use of traction control(inspection will be done by Speedway officials):
 - = \$100 (if ignition box or boxes are not removed)
 - = \$250 plus shipping (if ignition box or boxes removed and sent to manufacturer for inspection)
- K. All items not specified = consult Race Director