

EVERGREEN SPEEDWAY SUMMER SHOWDOWN

TIRE PROS
HASSLE-FREE. GUARANTEED.®

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HASSLE-FREE. GUARANTEED.®

July 19 & 20, 2024

**\$30,000 TO WIN
SUPER LATE MODELS**

**\$15,000 TO WIN
PRO LATE MODELS**

Presented By:

TIRE PROS
HASSLE-FREE. GUARANTEED.®

Friday, July 19
Pro Late Model Summer Shootout
Super Late Model Positioning Races
NASCAR Street Stocks
Inex Legends

Saturday, July 20
Super Late Model Summer Showdown
NASCAR Mini Stocks
Vintage Modifieds
Inex Legends



2023 Winner Thomas Stanford



2023 Winner Kole Raz





Evergreen Speedway 14405 179th Ave SE, Monroe, WA. 98272
 (360) 805-6100 • Fax (360) 805-6110 • www.EvergreenSpeedway.com

Driver's Name: _____ Car #: _____

Driver's Email: _____

Address: _____ City: _____

State: _____ Zip: _____ Phone: () _____ Alt Phone: () _____

Make check payable to: _____ W-9 or Tax ID Must be On File

SLM \$250 Entry before July 1st, 2024 (\$350 July 2nd) \$ _____

PLM \$200 Entry before July 1st, 2024 (\$300 July 2nd) \$ _____

Registration includes temporary NASCAR SLM Driver's License if required

Pit Passes

3 Day \$120.00 x _____ \$ _____

2 Day \$80.00 x _____ \$ _____

1 Day \$40.00 x _____ \$ _____

Transponders are required and available for rental. \$20.00 \$ _____

Total \$ _____

VISA/MC/Discover: _____ 3 Digit Code: _____

Expiration Date: _____ Signature: _____

Names for Prepaid Pit Pass	
1.	_____
2.	_____
3.	_____
4.	_____
5.	_____
6.	_____
Number of tires: _____	

Security will be on site Thursday and Friday night.

Tech Declarations:

Engine Package: _____ Crew Chief: _____

Chassis Manufacturer: _____

SLM Payout: 1st \$30,000 2nd \$15,000 3rd \$7,000 4th \$5,000 5th \$4,000 6th \$3,000 7th \$2,800 8th \$2,700 9th \$2,600 10th \$2,500 11th Back \$2,000
 LCQ: \$800 to non-transfer positions

PLM Payout: 1st \$15,000 2nd \$7,000 3rd \$4,000 4th \$3,000 5th \$2,500 6th \$2,000 7th-Back \$1,500. LCQ \$600 to non-transfer positions

ENTRY AND ADVERTISING RELEASE: The undersigned understands and agrees that their name and likeness may be used by Evergreen Speedway, NASCAR and authorized agents in any way, medium, or material to promote, advertise, record, or report this event before, during, and after the event, and do hereby relinquish all rights hereto for these purposes. The undersigned understands and agrees that all decisions made by Evergreen Speedway Officials will be final and without recourse. In the event that this application is terminated, it shall be without restitution of any part of the fee paid with this entry and further, waives any and all rights or claims to any bonus money due prior to termination. The undersigned further waives any and all rights for themselves, their agents and assigns, to institute any action, suits or proceedings, whether at law, or any other action against Evergreen Speedway and its officers, directors, agents and employees for any and all manner or actions, cause and causes of actions, suits, damages, and claims that the undersigned and their heirs, successors, assignees may have now, or at any time in the future may have, arising in any manner from Evergreen Speedway promoted events, excepting Evergreen Speedway's obligation to pay purses, bonuses, and awards as set forth in the Official entry form for Evergreen Speedway promoted events. The undersigned understands and agrees that this constitutes a waiver of any and all claims for personal injury, breach of contract, and any other loss or damage except as expressly provided herein.



Schedule
(Subject to change)

Thursday, July 18th

10:00 am Registration and check in opens at the back gate.
 11:00 am Back gate opens. Tire sales open.
 2:00 pm Pit meeting covering practice procedures and pit traffic.
 3:00 pm PLM Practice. Track cold for 5 minutes at the top of every hour for crossing.
 4:00 pm SLM Practice
 5:00 pm PLM Practice
 6:00 pm SLM Practice
 7:00 pm Track Cold
 7:30 pm Complimentary dinner.
 8:00 pm Qualifying draw held during dinner

Friday, July 19th

8:00 am Registration open
 9:00 am Back gate opens. Tech inspection opens.
 10:30 am Late Model Drivers & Spotters Meeting (Tech Trailer)
 10:50 am Street Stock & Legend Pit Meeting ("Figure 8" Tech Area)
 11:10 am PLM Practice back gate secured for practice.
 11:40 am Street Stock practice
 Noon SLM Practice
 12:30 pm Legend practice
 12:50 pm Track crossing.
 1:00 pm PLM practice.
 1:30 pm Street Stock Practice
 1:50 pm SLM Practice.
 2:20 pm Legend practice.
 2:40 pm Track cold. Track crossing allowed.
 2:50 pm PLM Qualifying, Legend, Street Stock Qualifying then SLM qualifying.
4:30 pm Heat Races
Legend, Street Stock, Legend B-Main (if needed 20 laps)
 6:00 pm **Opening Ceremonies**

SLM Qualifying Heats	20 Laps
Street Stock Main Event	30 Laps
Legend A-Main	30 Laps
PLM Summer Shootout 100	100 laps

Saturday, July 20th

8:30 am Registration open.
 9:00 am Back gate opens.
 10:00 am Brief Late Model Drivers Meeting.
 10:15 am **Mini Stock, Vintage Modifieds & Legends Driver's Meeting**
 10:30 am SLM practice.
 11:00 am Track crossing.
 11:10 am Vintage Modifieds Practice
 11:30 am Mini Stock practice.
 11:50 am Legend practice.
 12:10 pm Track crossing.
 12:20 pm SLM Practice
 12:50 pm Vintage Modifieds Practice
 1:00 pm Mini Stock Practice
 1:10 pm Legend Practice
 1:20 pm Track Cold
 2:00 pm Summer Showdown tech opens.
 2:00 pm Mini Stock, Legend & Vintage Modifieds qualifying.
 3:30 pm Heat races
 Mini Stock-Legend-Vintage Modifieds- Legend B-Main (if needed)

Mini Stock Main Event	30 Laps
Legend A-Main	30 Laps
Vintage Mods Main Event	30 Laps
Opening Ceremonies	
SLM Summer Showdown	200 Laps

TENTATIVE SCHEDULE – ABOVE EVENTS SUBJECT TO CHANGE



2024 Summer Showdown PLM Rules

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 the officials consider exotic or not in the interest or intent of the rules will be considered not legal for competition and subject to confiscation.

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 Technical 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.

ALL RULES ARE SUBJECT TO INTERPRETATION OF THE TRACK OFFICIALS. ANY EQUIPMENT THAT THE OFFICIALS CONSIDER EXOTIC OR NOT IN THE INTENT OF THE RULES WILL BE CONSIDERED ILLEGAL FOR COMPETITION. IN THE INTEREST OF FAIRNESS, THE RULES MAY BE ADJUSTED TO CREATE A BALANCE IN COMPETITION All model, engine or equipment changes not addressed in this or the NASCAR rule book must be submitted for consideration or approval prior to the date of intended usage in competition. All equipment is subject to the approval of track officials. No equipment will be considered as having been approved by reason of having passed through inspection unobserved, undetected, or considered legal in previous season's rules. Any equipment which does not conform to specifications or tolerance contained in the NASCAR rule book will not be eligible for approval during 2024. In event of conflict between rule sets, this rule set overrules those produced by NASCAR. The Technical Director reserves the right to allow non-conforming measurements and components with or without penalty. Decision of officials is final. Evergreen Speedway reserves the right to confiscate any equipment deemed illegal.

- **BODIES/INTERIORS**

- 2004 through current model year Chevrolet, Ford, Dodge and Toyota ABC bodies are allowed. Must be stock appearing and mounted in accordance with the most current ABC rule book. Professional appearance required.
- No flaring, shaping or contour modifications of body, nose or skirting allowed. No belly pans or streamlining. No down force bodies.
- The ABC "A" measurement shall be 11½" minimum. Minimum length allowed for the nose, measured from the bottom, leading edge at center up to the hood seam is 20". Maximum flare at wheel opening in front of front wheels (Q) is 81" and opening must be cut 90° to the ground.
- Roof height 47" minimum measured 10" back from the top center of the windshield.
- Rear quarter panel height 34½" maximum.
- Rear spoiler 6.5" x 60" maximum. Must be clear Lexan.
- Roof rails are permitted with a maximum of 1" lip. No other vertical rails allowed. No rear window rails.
- The officials reserve the right to add weight to nonconforming body measurements.

- **The 2019 Five Star New Late Model Body (NEXGEN) is Approved.**

- Body must use only Five Star components designed for this body.
- Body must be mounted per Five Star Specifications.
- All body measurements are available from Five Star.
- All three nose variations are approved (Ford, Chevrolet, & Toyota).
- These bodies must be mounted and maintained to all template tolerances and given measurements advertised by Five Star.
- No roof rails or other vertical rails will be allowed.
- 64.5" Spoiler are allowed on the NEXGEN Bodies.

- **AR Revolution body is allowed with a 100lb weight penalty on the 5/8 track**

- **Interior**

- Interiors must be steel or aluminum only and shield driver from ground, engine compartment and fuel cell area. Firewall must be no less than 24-gauge metal and fully seal driver from engine compartment.
- Car may have an installed dash panel with optional gauges. No digital dashes will be allowed
- No driver adjustments in car other than one brake bias adjuster allowed.
- Master ON-OFF switch is recommended to be located in the center of the car, clearly marked and within easy access of driver as well as access from outside both window openings. At minimum, it must be clearly marked and easily accessible to safety crews.
- No Data Acquisition equipment/wiring is allowed in the car on officially recognized race or practice
- Only one naca-duct in the left or right quarter window for helmet blower only. No reverse naca-ducts

- **BASE WEIGHT WITH DRIVER. See engine specific requirements listed under the next section.**

- **2700 lbs**

- GM 602 (part number 88869602) with factory seals. 6200 RPM Rev Chip Max.
- 604 crate engines. Factory GM Seals Only (part number 88869604) or as allowed below. 6400 RPM Rev Chip Max

- **2725 lbs.**

- Ford M-6007-D347SR crate engine. 6400 RPM Rev Chip max. Factory Sealed ▪ No Modifications allowed.

- **2750 lbs**

- MEP 425 Sealed Crate Engine. 6400 RPM Rev Chip max.

- **2775 lbs**

- Factory Sealed CT525

- **2800 lbs.**

- "Open" Wet Sump Engine
- Unsealed or non-compliant GM 604 crate.

- **2850 lbs.**

- NW Brodix Spec Head
 - Tour Legal 9:1 with Tour Legal 390 Carb
 - Cast Iron Head
 - SEAL Engine (Hamner/McGunegill) Package
- **ENGINES**
- **GM 604 CRATE ENGINES. 2700 lbs. 58% max left side weight at all times. 6400 Max RPM.**
 - GM factory sealed crate engine PN 88869604
 - GM 6¾” harmonic balancer allowed. GM PN 12551537
 - No other modifications or parts are allowed.
 - Maximum 2-inch engine setback allowed. Measured from the center of the forward most spark plug hole to the center of the upper ball joint on the same side.
 - Crank height is a minimum of 11” from center of the crank to the ground.
 - One MSD 6al, GM 10037378 ignition box, FAST (Crane) PN 6000-6701 or JMS Daytona Sensors PN 6000-6701k. Must have weather pack connectors as supplied by the manufacturer. All components must be located on right side of driver compartment and out of reach of driver.
 - If any seals are deemed broken through no fault of the team, the component(s) must be re-inspected, and a new seal will be provided with no penalty.
 - 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.
 - The 650 CFM Holley carburetor PN 80541-1 2 or 3 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. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter.
 - One single carburetor spacer allowed, 1” thick maximum. Open or four-hole spacer OK. The inside hole(s) must be straight cut with no taper or bevel. One paper gasket per side with a maximum thickness of .065 each.
 - **GM 602 CRATE ENGINES. 2700 lbs. 58% max left side weight at all times. 6200 Max RPM.**
 - GM factory Sealed Crate Engine PN 88869602.
 - No modifications are allowed.
 - Maximum 6-inch engine setback allowed. Measured from the center of the forward most spark plug hole to the center of the upper ball joint on the same side.
 - Crank height is a minimum of 11” from center of the crank to the ground.
 - One MSD 6al, GM 10037378 ignition box, FAST (Crane) PN 6000-6701 or JMS Daytona Sensors PN 6000-6701k. Must have weather pack connectors as supplied by the manufacturer. All components must be located on right side of driver compartment and out of reach of driver.
 - If any seals are deemed broken through no fault of the team, the component(s) must be re-inspected, and a new seal will be provided with no penalty.
 - 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.
 - Any gauge legal Holley 650 CFM Carburetor. Must pass all BLP Box Stock Gauges and visual inspection. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter.
 - One single carburetor spacer allowed, 1” thick maximum. Open or four-hole spacer OK. The inside hole(s) must be straight cut with no taper or bevel. One paper gasket per side with a maximum thickness of .065 each.
 - **“OPEN” & SEALED DRY SUMP ENGINES. 2850 lbs. 58% max left side weight at all times.**
 - Must run All Star “Governor” with a maximum insert of 1.30 inches.
 - Cast Iron Blocks Only
 - Maximum 2-inch engine setback allowed for Chevy. 4-inch max for Ford and Mopar. Measured from the center of the forward most spark plug hole to the center of the upper ball joint on the same side.

- One MSD 6al, GM 10037378 ignition box, FAST (Crane) PN 6000-6701 or JMS Daytona Sensors PN 6000-6701k. Must have weather pack connectors as supplied by the manufacturer. All components must be located on the right side of the driver compartment and out of reach of the driver.
 - Distributor type ignition only in stock location allowed. No magnetos allowed.
 - Crank height is a minimum of 10" from center of the crank to the ground.
 - Mechanical fuel pumps only. No electric pumps allowed.
 - All Star Performance #26060 or #26180 adjustable base plate mandatory. Inserts must be All Star brand and sold specifically to be used with this plate.
 - Any Holley carburetor is permitted with a maximum base plate hole diameter of 1 11/16". Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter.
- **GM CT525 LS3 CIRCLE TRACK CRATE ENGINE. 2775 lbs. 58% max left side weight at all times. 7200 Max RPM.**
 - Must run All Star "Governor" with a maximum insert of 1.30 inches.
 - GM factory sealed crate engine PN 19331563 ▪ No modifications are allowed.
 - Ignition controller MSD 6014CT, 7200 RPM max. Must be mounted on right side of car out of the reach of the driver. All wires must remain uncut or spliced and on top of dash in clear view
 - Belt Driven or Electric Fuel Pump allowed. Electric pumps must be wired with an oil pressure safety switch to ensure fuel pump will shut off when engine is not running.
 - Maximum 2-inch engine setback allowed. Measured from the center of the forward most spark plug hole to the center of the upper ball joint on the same side.
 - Crank height is a minimum of 11" from center of the crank to the ground.
 - All Star Performance #26060 or #26180 adjustable base plate mandatory. Inserts must be All Star brand and sold specifically to be used with this plate.
 - Any Holley based carburetor is permitted with a maximum base plate hole diameter of 1 11/16". Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter.
- **FORD M-6007-D347SR 2725 lbs. 58% max left side weight at all times. 6400 Max RPM**
 - Factory sealed M-6007-D347SR is the only approved configuration. M-6007-D347SR7 is not approved for competition.
 - No modifications allowed.
 - Crank height is a minimum of 11" from center of the crank to the ground.
 - Maximum 4-inch engine setback allowed. Measured from the center of the forward most spark plug hole to the center of the upper ball joint on the same side.
 - Ignition System: One MSD 6al, GM 10037378 ignition box, FAST (Crane) PN 6000-6701 or JMS Daytona Sensors PN 6000-6701k. Must have weather pack connectors as supplied by the manufacturer. All components must be located on the right side of driver compartment and out of reach of driver.
 - No carburetor spacer allowed.
 - The 650 CFM Holley carburetor PN 80541-1, 2 or 3 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. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter.
 - 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.
- **Mep 425LM SEAL Crate Engine 2750 lbs. 58% max left side weight at all times. 6400 Max RPM.**
 - MEP sealed 425LM crate engine with unaltered seals.
 - Must run 1.5 rocker arms.
 - Crank height is a minimum of 11" from center of the crank to the ground.
 - Maximum 4-inch engine setback allowed. Measured from the center of the forward most spark plug hole to the center of the upper ball joint on the same side.
 - Ignition System: One MSD 6al, GM 10037378 ignition box, FAST (Crane) PN 6000-6701 or JMS Daytona Sensors PN 6000-6701k. Must have weather pack connectors as supplied by the manufacturer. All

components must be located on the right side of the driver compartment and out of reach of driver.

- No carburetor spacer allowed.
- The 650 CFM Holley carburetor PN 80541-1, 2 or 3 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 service parts will be permitted in carburetor rework. Must pass all BLP Box Stock Gauges and visual inspection. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter.
- 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.
- **Open” Wet Sump 2800 lbs. 58% max left side weight at all times. 7200 Max RPM.**
 - Must run All Star “Governor” with a maximum insert of 1.30 inches.
 - Cast Iron Blocks Only
 - Maximum 2-inch engine setback allowed for Chevy. 4-inch max for Ford and Mopar. Measured from the center of the forward most spark plug hole to the center of the upper ball joint on the same side.
 - Ignition System: One MSD 6al, GM 10037378 ignition box, FAST (Crane) PN 6000-6701 or JMS Daytona Sensors PN 6000-6701k. Must have weather pack connectors as supplied by the manufacturer. All components must be located on the right side of the driver compartment and out of reach of driver.
 - Distributor type ignition only in stock location allowed. No magnetos allowed.
 - Crank height is a minimum of 11” from center of the crank to the ground.
 - Mechanical fuel pumps only. No electric pumps allowed.
 - All Star Performance #26060 or #26180 adjustable base plate mandatory. Inserts must be All Star brand and sold specifically to be used with this plate.
 - Any Holley carburetor is permitted with a maximum base plate hole diameter of 1 11/16”. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter.
- **DRIVETRAIN**
 - Transmissions are subject to approval. A minimum two forward gears and one reverse required. Quick change and automatic transmissions are not permitted.
 - Minimum 5½” clutch diameter. Multiple disc clutches allowed. Only magnetic steel discs and pressure plates are allowed. Clutch cover and housing may be aluminum or steel.
 - Drive lines must be steel or aluminum only. No carbon fiber. Must be painted white or silver. 2½” Min. dia.
 - No traction control devices of any kind will be permitted, electronic or otherwise. Use of traction control will be cause for immediate disqualification, fine and suspension.
- **REAR END**
 - Standard Winters or equal type/brand of quick-change rear end with spur gears out the back cover, with a minimum 8” ring gear are the only type of rear-end allowed.
 - Axles must be steel.
- **SUSPENSION, WHEELBASE & BRAKES**
 - All coil springs must be heavy duty steel, must be 2½” minimum OD for coil over cars and 5” minimum OD for big spring cars. Coil over front, big spring rear OK.
 - Steel spindles or approved Coleman spindles only.
 - Independent rear suspension is not allowed.
 - One-piece trailing arms only. No spring loaded or dampened trailing arms. Truck arms OK.
 - Multiple 3rd links allowed. Torque absorber OK, no shocks.
 - Rear sway bars are not allowed.
 - Brakes must be solid mount, in good working order on all four corners. No floating calipers.
 - All air must be pulled either from the nose of vehicle or air box only. Two hoses per brake, with a maximum 3" flexible hose to the brake and the hose must attach to a spindle duct only.
 - Fans, ducts, or hoses to the rear brakes will not be permitted.
 - No shock, spring or suspension adjusting devices are allowed in driver’s compartment.
 - Wheelbase minimum is 101.”
 - Any standard shock allowed. No electronic shock components allowed. One shock per wheel.
 - No data logging equipment at any time on race day.

- **TREAD WIDTH**
 - Fabricated front end 67” maximum (zero tolerance) measured at spindle height. Stock Stub 69” maximum.
- **FRAME**
 - Professionally built full steel roll cage required with 1¾” .095 tubing minimum around driver. All contact areas in driver compartment must be covered with high density padding. 16 steel gauge welded between door bars or a minimum of 16-gauge plate 40” in length and 17” high welded between the door bars and the driver’s door. Any frame showing poor workmanship will not be allowed to compete.
 - Added weight must be securely mounted, painted white and marked with car number. ▪ Solid block only, no pellets or liquid. ▪ Weight shifting devices are not allowed. ▪ Lead Only. No tungsten or any other materials. ▪ Penalty of \$10.00 PER LB will be assessed for weight lost on the racing surface.
 - Radiator must be in stock location. ▪ NO ETHYLENE-GLYCOL ALLOWED. Water only, Water Wetter type additive is permitted.
 - Nose/front bumper, tail/rear bumper must be a minimum 1.250” x .065” OD steel tubing. All supporting substructures must be constructed of a minimum ¾” x .065” wall round or square steel stock. If aluminum tubing is being utilized, minimum wall thickness must be .083.”
- **FUEL & FUEL CELLS**
 - Gasoline only. The gasoline must not be blended with Alcohols, ethers, or other oxygenates. It cannot be blended with aniline or derivatives, nitro compounds or nitrogen containing compounds. The only exception is a standard fuel containing up to 10% Alcohol for emission requirements and must be declared before testing. E85 fuel prohibited. Any fuel found not to be within specifications will be subject to disqualification.
 - Commercially manufactured fuel cell with rubberized fabric bladder is mandatory.
 - 22-gallon max.
 - A fuel cell protector bar and minimum 22-gauge steel containers are required.
 - Minimum 8” fuel cell ground clearance. ▪ A reinforcement plate of not less than 11 gage aluminum (.125” thick) flat plate must be installed in front will be mandatory and behind the fuel cell container is highly recommended. The plates must extend the entire height and width of the full cell container and be securely welded in place or bolted (minimum 3/16” diameter bolts) with two (2) bolts on each side
 - All cars must have an OBERG Vacuum Style (preferred) or self-actuating ball valve type fuel shut off placed at the point the fuel exits the cell. This is to stop the flow of fuel to a damaged line or pump.
- **EXHAUST**
 - Strictly enforced 90 DB maximum at 75 feet.
 - Muffler is mandatory
 - Under car exhaust outlet pointed down may be required.
 - Cars not in compliance will not be allowed to practice or compete.
- **WHEELS & TIRES**
 - 8” or 10” steel racing wheels only.
 - No blowers or hoses will be allowed to blow air on tire or wheel.
 - Only approved tires are permitted. Approved tires are Hoosier 8.0-15/970 purchased from Evergreen Speedway.
 - At no time are softener, additives, chemicals, enhancers or strengtheners to be applied to any tire.
- **RADIOS**
 - Radio communication between driver and spotter is required any time the car is on the racing surface. During main events, a spotter with driver communication is required in the specified spotter section. Spotters must check in with the spotter’s official. If a driver does not have a spotter in the specified spotter’s area, the car will not be allowed to compete. Spotters are required to scan the tower during all competitive events at Evergreen Speedway. Channel posted at tech trailer.
- **TRANSPONDERS**
 - Transponders are required. Must be mounted 15” behind the rear axle on the right frame rail.
 - Transponder must be run at all times, including ALL PRACTICE SESSIONS to insure proper operation with scoring.

2024 Summer Showdown SLM Rules

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• BODIES/INTERIORS

- A-B-C Gen 1 & Gen 2 Body Rules apply unless otherwise specified herein.
- The Five Star Next Gen body has been approved for competition.
- The AR Revolution body is permitted with a 100 lb. weight penalty.
- No panels allowed extending the top edge of doors.
- No under car panning outside of frame rails and no further than drivers' tub front or rear at the bottom of the frame. Maximum drivers tub length is 52 ½" and the maximum width of frame is 53 ½".
- All holes in body and interior not being used must be covered and remain so during the race.
- 12-inch A-pillar vent windows are mandatory with a maximum of 1-inch straight-line deflection outward. Must be smooth with no bead rolls or breaks.
- Front nose valance may only be a single layer with a maximum thickness of 3/16" and maximum height of 3". Valance cannot cover any portion of the grill screen.
- Rub rails are discouraged and may only be used if they are polycarbonate.

- At all times, for Gen 1 ABC bodies, the ABC “A” measurement must maintain a minimum height of 11.5 inches. The min. height allowed for the nose, measured from the bottom, leading edge at the center of the nose, up to the hood seam is 20”.
- The standard opening for the grill screen area, as approved for manufacturers production, must be maintained at all times. Only ABC manufacturers standard mesh screen may be used for the radiator opening in the nose.
- No types of underbody air deflectors are allowed.
- All air for blowers or coolers in the engine compartment must be pulled from the nose or the radiator air box.
- The duct work between the nose and the radiator may be no wider than the radiator with a maximum width of 29”. Duct work may not be constructed out of carbon fiber.
- Only one naca-duct in either the left or right quarter window for helmet blower only.
- Tape may not be used anywhere on the car to control the flow of air or seal/secure seams between body panels (unless approved for repairs). The only exception is that tape may be used on the radiator grill opening and brake ducts in the nose.
- Window tint of any kind will not be allowed on windows or spoiler.
- Interiors must be steel or aluminum only.
- Minimum nose, body and frame height is 4” with a maximum of 8” while in tech for the purposes of tech inspection.
- A full width opening deck lid, as outlined in the ABC rulebook, is required.

ENGINES

- Basic Engine Guidelines for All Engines 1.
- Engines with rear mounted distributors will be located so the forward most spark plug is no more than two inches (2”) from the center line of the upper ball joints. Engines with front mounted distributors: up to four inches (4”) setback from centerline of upper ball joints. 602 crate engines allowed up to six inches (6”) setback from the centerline of upper ball joints. CT525 is allowed up to four (4”) setback from the centerline of the upper ball joints.
- Engines may not be offset more than one inch (1”) from centerline of frame rails.
- Front center of the crankshaft must have at least ten inches (10”) of ground clearance.
- Standard steel blocks only. No Carbon Compacted blocks of any type.
- A maximum 16-inch (O.D.) by 4-inch-tall air filter and housing must be used.
- No adjustments may be made to the carb/restrictor package following qualifying. Teams will race with the same package they qualify with.
- Any competitor that finishes in the top 5 may be required, at their expense, to remove the intake, heads, and/or oil pan for inspection purposes.
- Externally lightened blocks will receive a 25-50 lb. total weight penalty.
- No intake manifolds can be painted or coated.
- Original builder numbers must be retained on all engines.
- Approved Ignitions: One MSD 6al, GM 10037378, FAST (Crane) PN6000-6701 or JMS Daytona Sensors PN 6000-6701K for all engines except the CT525. CT525 allowed One MSD 6014CT.
- All ignition boxes must be mounted on the passenger side, in plain view, and out of reach of the driver.
- No unplugged wiring. All connectors must be used or sealed.
- No Mags.
- Battery powered ignition required. Vehicle MUST start under own power.
- Max. 16-volt battery. Must be securely mounted outside the driver’s compartment. Car must be able to start with a 12-volt battery.
- No Traction Control Devices of any kind - If any 'traction control' device is found, the driver and owner will be disqualified from the event, the car will be confiscated until a \$15,000 fine is paid. Additionally,

the driver/owner may receive a lifetime ban.

- **GM 604 CRATE ENGINES. 2700 lbs. 58% max left side weight at all times. 6400 Max RPM.**
 - GM factory sealed crate engine PN 88869604
 - GM 6¾" harmonic balancer allowed. GM PN 12551537
 - No other modifications or parts are allowed.
 - Maximum 2-inch engine setback allowed. Measured from the center of the forward most spark plug hole to the center of the upper ball joint on the same side.
 - If any seals are deemed broken through no fault of the team, the component(s) must be re-inspected, and a new seal will be provided with no penalty.
 - 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.
 - The 650 CFM Holley carburetor PN 80541-1, 2 or 3 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. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter.
 - One single carburetor spacer allowed, 1" thick maximum. Open or four-hole spacer OK. The inside hole(s) must be straight cut with no taper or bevel. One paper gasket per side with a maximum thickness of .065 each.
- **GM 602 CRATE ENGINES. 2700 lbs. 58% max left side weight at all times. 6200 Max RPM.**
 - GM factory Sealed Crate Engine PN 88869602.
 - No modifications are allowed.
 - If any seals are deemed broken through no fault of the team, the component(s) must be re-inspected, and a new seal will be provided with no penalty.
 - 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.
 - Any gauge legal Holley 650 CFM Carburetor. Must pass all BLP Box Stock Gauges and visual inspection. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter.
 - One single carburetor spacer allowed, 1" thick maximum. Open or four-hole spacer OK. The inside hole(s) must be straight cut with no taper or bevel. One paper gasket per side with a maximum thickness of .065 each.
- **Southern Super Parts Engine (SSPE). 2850 lbs. 58% max left side weight at all times. 7800 RPM Max**

Southern Super Parts Engine (May Be Claimed for \$24,000 + \$500 fee) Anyone on the lead lap can claim an engine from someone finishing ahead of them. Claim must be in writing with cash and presented by an ASA member Crew Chief to Head Tech Inspector within 10 minutes after completion of the feature event. Spite protest or protest made on behalf of someone else will not be honored. Failure to honor claim can result in penalties up to fines & suspension. Series reserves right to reject claim.

 - Maximum Engine displacement is 362 cubic inches.
 - Maximum compression ratio is 11.5:1 with +.5 tolerance on the whistler.
 - Any flat top piston permitted with 927 (no titanium) wrist pin and 1mm x 1mm x 2mm ring package only. Pistons must not extend out of the top of engine block Maximum MSRP of \$1500.00 per set.
 - Cast Iron engine blocks only. No lightened blocks.

- Intake must remain stock. Absolutely no match porting or blasting of any kind permitted. Slotting of bolt holes, water lines and matching of sides allowed. Ford part #: Edelbrock 2928, 2929, or 2934 only. Chevy part#: Edelbrock 2814 or 2892 only.
- Crankshaft must have a minimum weight of 40 pounds (with front timing pulley or sprocket). Minimum main size Chevy 2.300/Ford 2.250. Maximum MSRP of \$2,400.
- Connecting rods: Minimum rod journal size 1.850". Absolutely no pistonguided rods permitted. Maximum MSRP of \$1,800. per set. No titanium rods permitted. Minimum rod weight 540 grams.
- Listed Brodix Cylinder Heads only. Heads may be surfaced to achieve proper compression ratio. Absolutely no other work of any kind will be permitted to the intake ports, exhaust ports, or combustion chambers. Ford part #: SP STS T-1 F Std 225-SSPE. Must retain minimum valve angle of 20°. Chevy Part #: SP STS T-1 Std 227-SSPE. Must retain min. valve angle of 21°. Multi-angle valve job permitted. Absolutely no blending of valve job below valve seat permitted. Chamber must retain shape 3/8" above valve seat. Minimal blending due to multi-valve jobs permitted.
- Maximum valve size: Intake 2.08", Exhaust 1.60", Stem size 11/32". Intake valve may be titanium or stainless steel. Exhaust must be stainless steel.
- No Titanium valve springs permitted. Maximum MSRP of \$650 per set. Titanium retainers permitted. Lock angles not specified. No valve springs less than a minimum O.D. of 1.500
- Camshaft must be Competition Cam Part #: 21151712. Camshaft must be installed on 104° intake centerline +/- 1°. Roller lifters, maximum MSRP of \$1,000 per set. Maximum lift of .715" while using 1.6 rockers checked at valve with zero lash. Maximum 1.6 rocker arm. Maximum MSRP of \$1,650 per set. Magnetic-type push rods only. No keyway guided lifters permitted.
- Maximum 5 stage dry sump oil pump permitted. All stages must be straight tooth or straight rotor with a maximum rotor of three lobes. No high helix pumps permitted. Maximum MSRP of \$1,700.
- Oil pan must have 1" inspection hole. Absolutely no sectional pans permitted. Open box pans only (NO windage tray / scrapers etc.). Maximum MSRP of \$850.
- No crank trigger pickups permitted.
- Carburetor must be an unaltered 750 CFM 4779, 80528 Holley permitted. Carburetor must pass inspection at any time regardless of temperature.
- One single carburetor spacer allowed, 1/2" thick maximum permitted on Chevrolet and Ford. Open or four-hole spacer OK. The inside hole(s) must be straight cut with no taper or bevel. One paper gasket per side with a maximum thickness of .065 each.

• **GM CT525 LS3 CIRCLE TRACK CRATE ENGINE. 2775 lbs. 58% max left side weight at all times. 7200 Max RPM.**

- GM factory sealed crate engine PN 19331563 ▪ No modifications are allowed.
- Ignition controller MSD 6014CT, 7200 RPM max. All wires must remain uncut or spliced and on top of dash in clear view.
- Belt Driven or Electric Fuel Pump allowed. Electric pumps must be wired with an oil pressure safety switch to ensure fuel pump will shut off when engine is not running.
- Maximum 2-inch engine setback allowed. Measured from the center of the forward most spark plug hole to the center of the upper ball joint on the same side.
- Any Holley based carburetor is permitted with a maximum base plate hole diameter of 1 11/16". Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter.

• **FORD M-6007-D347SR 2725 lbs. 58% max left side weight at all times. 6400 Max RPM**

- Factory sealed M-6007-D347SR is the only approved configuration. M-6007-D347SR7 is not approved for competition.
- No modifications allowed.
- One single carburetor spacer allowed, 1" thick maximum. Open or four-hole spacer OK. The inside hole(s) must be straight cut with no taper or bevel. One paper gasket per side with a maximum thickness of .065 each.

- The 650 CFM Holley carburetor PN 80541-1, 2 or 3 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. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter.
 - 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.
- **Mep 425LM SEAL Crate Engine 2750 lbs. 58% max left side weight at all times. 6400 Max RPM.**
 - MEP sealed 425LM crate engine with unaltered seals.
 - Must run 1.5 rocker arms.
 - One single carburetor spacer allowed, 1" thick maximum. Open or four-hole spacer OK. The inside hole(s) must be straight cut with no taper or bevel. One paper gasket per side with a maximum thickness of .065 each.
 - The 650 CFM Holley carburetor PN 80541-1, 2 or 3 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 service parts will be permitted in carburetor rework. Must pass all BLP Box Stock Gauges and visual inspection. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter.
 - 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.
- **SEAL Engines. 58% max left side weight at all times. 7600 Max RPM.**
 - Approved Sealed engines from McGunegill, Hamner by PME, and Progressive may be used.
 - Any tampering of seals or established construction of these engines is grounds for immediate disqualification.
 - Carburetor must be an unaltered 750 CFM 4779, 80528 Holley permitted. Carburetor must pass inspection at any time regardless of temperature.
 - One single carburetor spacer allowed, 1" thick maximum. Open or four-hole spacer OK. The inside hole(s) must be straight cut with no taper or bevel. One paper gasket per side with a maximum thickness of .065 each.
 - NO Internally lightened blocks
- **DRIVETRAIN**
 - Full standard type transmission only will be permitted. No quick-change transmissions will be permitted. Automatic transmissions will not be permitted. A minimum of one reverse and two forward gears will be required.
 - Multi-disc clutches will be permitted. No direct drives. Conventional clutch mounted to fly wheel only will be permitted.
 - No carbon fiber or nonstandard material clutches. The minimum clutch diameter is 5.5". No "slipper" or "centrifugal" clutches allowed.
 - Driveshaft must be painted white and equipped with a minimum of two (2) safety straps. Drive shafts must be made of Aluminum or Steel only, no other materials permitted (i.e., carbon fiber, etc.).
 - Standard Winters or equal type/brand of quick-change rear end with spur gears out the back cover only. Minimum 8" ring gear
 - Axles must be magnetic steel.
- **SUSPENSION, WHEELBASE & BRAKES**

- No fifth (5th) coil or lift bar suspensions will be permitted. No birdcage set-ups of any kind (3 or 4 link). Trailing arms must mount to rear end in a solid fashion (heim allowed) and no part of the trailing arm mounting may freely rotate around the rear end. All parts of rear suspension must be solid, one-piece construction with no moving parts, with one heim at each end. All mounts for trailing arms, third links and track bars must also be solid and may not have the ability to move.
- Minimum wheelbase of 101" with maximum of 105". The difference from left to right may not exceed ½ inch.
- 67-inch maximum tread width for all cars.
- No in car driver adjustments other than one adjuster for brakes.
- Coil Springs and Spindles must be magnetic Steel. (Exception: approved Coleman Spindle)
- One shock per wheel. Shocks must be only mechanical in nature and no part of the suspension or shocks may utilize electricity. No inerter-style dampers, aka "J damper" shocks allowed.
- Maximum one coil spring and one bump spring associated with each wheel.
- No hollowed-out or gun drilled bolts of any kind allowed on suspension components.
- Independent rear suspension is not allowed.
- Rear sway bars are not allowed.
- Brakes must be solid mount, in good working order on all four corners. No floating calipers.
- All air must be pulled either from the nose of vehicle or air box only. Two hoses per brake, with a maximum 3" flexible hose to the brake and the hose must attach to a spindle duct only.
- Fans, ducts, or hoses to the rear brakes will not be permitted.
- No shock, spring or suspension adjusting devices are allowed in driver's compartment.
- No data logging equipment at any time on race day.

• **FRAME & CAGE**

- All chassis components must be made of magnetic steel and welded.
- The chassis must consist of a front and a rear sub-frame connected to the main frame on which the roll cage is welded and have a minimum overall height of 39".
- Holes and/or other modifications that, in the judgment of the officials, were made with the intent of weight reduction will not be permitted.
- Main Frame - The main frame must consist of two (2) side rails of magnetic steel box tubing minimum 2" x 3", with a minimum wall thickness of .083" (recommended .120"). All frame rails must be parallel. The maximum distance from outside to outside of frame rails is 53 ¼", and 50" minimum. Weight containers may be welded to the outside of the frame rails and must not exceed six inches in width measured from the inside edge of the frame rail to the outside edge of the weight container and must not exceed the length of the frame rail.
- Front sub-frame rails must be a minimum of 2" x 2" by .065" on the front clip from the front of the A-frame forward.
- Rear sub-frame rails must be a minimum of 2" x 2" by .065" and must extend around the fuel cell.
- At a minimum, all cars are required to have the basic and typical roll cage. Unless otherwise specified below, all roll bars listed must be made from round steel DOM tubing 1-3/4" by .090" (.000 tolerance) minimum wall thickness. Holes and/or other modifications that, in the judgment of the officials, were made with the intent of weight reduction will not be permitted.
- Basic Roll Cage
- The main roll bar must be made from round steel DOM tubing 1-3/4" by .090" (.000 tolerance) minimum wall thickness and must be a continuous length of tubing with one end welded perpendicular to the top of the right frame rail and one end welded perpendicular to the top of the left frame rail.
- The distance from the center of each of the front roll bar legs to the center of the main roll bar must not measure less than 40-1/2". Each of the front roll bar legs must be made from round steel DOM tubing 1-3/4" by .090" (.000 tolerance) minimum wall thickness and must be constructed from a continuous length of tubing.
- The halo must be made from round steel DOM tubing 1-3/4" by .090" (.000 tolerance) minimum wall

thickness and must be a continuous length and remain parallel within 1-inch to the main frame rails with a minimum height of 38". The outside-to-outside width of the halo must be a minimum of 28" front to rear and a minimum of 25" from side to side.

- The main roll bar diagonal bar must be made from a minimum of round steel DOM tubing 1-1/2" by .090" (.000 tolerance) minimum wall thickness and must form a straight line, with no bends and must begin near the upper left and or right bend of the main roll bar and after intersecting the horizontal shoulder bar, should be supported from that point down to the main sub frame.
 - The dash panel bar must be made from round steel DOM tubing 1-3/4" by .090" (.000 tolerance) minimum wall thickness and must be a continuous bar, with no bends, welded beneath the dash panel between the two (2) front roll bar legs at a minimum height of 16-1/2" above the main frame rail.
 - The door bars must be made from round steel DOM tubing 1-3/4" by .090" (.000 tolerance) minimum wall thickness on the left side, must have a minimum of three (3) bars (Design A) or minimum of four (4) bars (Design B) equally spaced from top to bottom that must be welded horizontally between the vertical uprights of the main roll bar (#1) and the front roll bar legs. The top left side door bar minimum height must be a minimum vertical height of 18-7/8 inches from the top of the main frame rails. The left side door bars must be convex in shape and convex outward past the main frame rail. The left side door bars must have a minimum of six (6) vertical supports with two (2) equally spaced between each door bar. These supports must be made from a minimum of 1-3/4" by .090" (.000 tolerance) minimum wall thickness magnetic steel seamless round tubing. All door bars must be plated from the top door bar to the frame rails. Design A (3 door bars) - minimum 0.090" solid steel doorplate's must be welded or bolted to the roll cage using a minimum of six (6) each 3/8" (.375-inch) aircraft quality bolts and washers. Design B (4 door bars) - minimum 0.062" (1/16") steel doorplate's must be welded or bolted to the roll cage using a minimum of six (6) each 3/8" (.375-inch) aircraft quality bolts and washers.
 - Right side door bars must be made from round steel tubing with a minimum of, one top bar of 1-3/4" by .090" (.000 tolerance) with a minimum height of 15", maximum of 20 1/2" and one diagonal bar of 1-1/2" x .065".
 - The left side vertical vent window bar must be made from a minimum of round steel DOM tubing 1-1/2" by .065" (.000 tolerance) minimum wall thickness and must be welded from the upper surface of the top door bars on the left side to the front roll bar legs.
 - The two rear down support bars must be made from round steel DOM tubing 1-1/2" by .065" (.000 tolerance) minimum wall thickness and must be lengths of tubing welded to the left and the right backside of the main roll bar near the roof panel at the top and connects with the sub frame
 - Driver's box and foot box: The floor pan of driver's box must be a minimum of 12-gauge (.100") thickness steel plate and welded in. The left side of the driver's foot box must be plated with a minimum plate of 9" high by 12" long and a minimum .090" thickness steel plate and welded in place to protect the driver's feet. Behind the driver's seat must be plated with a minimum .090" thickness steel plate, at minimum 10" tall by 12" wide and welded in place.
 - Added weight must be securely mounted, painted white and marked with car number. Solid block only, no pellets or liquid. Weight shifting devices are not allowed. Lead Only. No tungsten or any other materials.
 - Penalty of \$500.00 will be assessed for any weight lost on the racing surface.
 - Radiator must be in stock location. NO ETHYLENE-GLYCOL ALLOWED. Water only, Water Wetter type additive is permitted.
 - Nose/front bumper, tail/rear bumper must be a minimum 1.250" x .065" OD steel tubing. All supporting substructures must be constructed of a minimum 3/4" x .065" wall round or square steel stock. If aluminum tubing is being utilized, minimum wall thickness must be .083"
- **FUEL & FUEL CELLS**
- Fuel cell must be mounted in a minimum structure of 1"x 1" square steel tubing with a minimum thickness of .065" (.000 tolerance) attached to the frame with a minimum of 0.375" bolts.
 - The fuel cell must be encased in a container of not less than 22 gauge (0.031" thick) magnetic sheet steel.
 - If the fuel cell container has a bolt on top, it must be bolted together with minimum 3/16" diameter bolts.

- The bottom support frame must be constructed using a minimum of two (2) straps, 1 ½" x 0.125" minimum thick magnetic steel or 1"x 1" square steel tubing with a minimum thickness of .065" (.000 tolerance). These supports must be welded to the fuel cell front and rear cross members. The support straps must extend down the front and rear equally spaced and under the fuel cell container.
- A racing fuel cell is mandatory with a maximum 22-gallon (US) capacity. Fuel cell must be constructed with a steel outer can (22-gage steel strongly recommended) and an internal rubber safety bladder.
- A reinforcement plate must be installed front and rear of the full cell. These plates may be constructed of 11 gage steel (Strongly recommended) or aluminum (.125" thick). The plates must extend the entire height and width of the fuel cell container and be securely welded in place or bolted (minimum 3/16" diameter bolts) with a minimum of two (2) bolts on each side.
- Fuel cell must have a minimum of eight inches (8") clearance.
- All cars must have a safety bar at the rear of the fuel cell.
- "U" shaped Fuel Cells or non-standard shaped fuel cells. Fuel cell sides must be symmetrical.
- The front side of cell is to be no closer than 10" to the back of the rear end tube
- Gasoline only. The gasoline must not be blended with Alcohols, ethers, or other oxygenates. It cannot be blended with aniline or derivatives, nitro compounds or nitrogen containing compounds. The only exception is a standard fuel containing up to 10% Alcohol for emission requirements and must be declared before testing. E85 fuel prohibited. Any fuel found not to be within specifications will be subject to disqualification.
- All cars must have an OBERG Vacuum Style (preferred) or self-actuating ball valve type fuel shut off placed at the point the fuel exits the cell. This is to stop the flow of fuel to a damaged line or pump.

● EXHAUST

- If exhaust exits through the door, installation must include an exhaust flange that is mounted flush to the door and cannot go past door seam. Maximum ½" gap around the exhaust pipe. Maximum dimension of 13" x 8" with no more than a ¼" flare along the trailing edge. Pipe must not protrude through the door.
- It is Mandatory that all cars compete using a muffler. A muffler must be used and installed in a configuration that will suppress exhaust noise to a maximum of 90db's at 100 feet.
- Under car exhaust outlet pointed down may be required.
- Cars not in compliance will not be allowed to practice or compete.

WHEELS & TIRES

- 10" steel racing wheels only.
- No blowers or hoses will be allowed to blow air on tire or wheel
- Only approved tires are permitted. Approved tires are Hoosier ST1 & ST2 purchased from Evergreen Speedway.
- At no time are softener, additives, chemicals, enhancers or strengtheners to be applied to any tire.

● RADIOS

- Radio communication between driver and spotter is required any time the car is on the racing surface. During main events, a spotter with driver communication is required in the specified spotter section. Spotters must check in with the spotter's official. If a driver does not have a spotter in the specified spotter's area, the car will not be allowed to compete.
- Spotters are required to scan the tower during all competitive events at Evergreen Speedway. Channel posted at tech trailer.

● TRANSPONDERS

- Transponders are required.
- Must be mounted 15" behind the rear axle on the right frame rail.
- Transponder must be run at all times, including ALL PRACTICE SESSIONS to insure proper operation with scoring.

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 personal safety equipment used during an event.
3. Each competitor is expected to investigate and educate him or 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 have all parts of the body protected by fire resistant clothing and/or equipment, 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 wear a minimum two-layer fire suit, gloves, and shoes in good condition. It is recommended that all drivers wear a minimum of a four-layer fire suit, along with fire resistant underwear, 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 racetrack.
2. Snell SA2020 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. At all times during any event (practice, qualifying and competition) drivers must connect their helmet to a NASCAR and SFI approved head and neck restraint device system. The head and neck restraint device must be connected as per the manufacturer's instructions and it must be configured, maintained and used in accordance with the manufacturer's instructions.
2. Head & Neck restraints must be dated by the manufacturer and must not be used beyond five years after the manufacture date. Recommend replacement or recertification after three years.
3. 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. SEATS

1. Only custom manufactured aluminum seats approved by NASCAR are permitted.
2. All seats should have padded rib protectors and seat leg extensions on the left and right side. Full containment seats are recommended.
3. A padded headrest approved by NASCAR is mandatory.

F. SEAT BELTS AND SHOULDER HARNESS

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 1/2" 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. Recommend replacement after two years.
7. It is recommended that HANS specific seat belts be used with HANS device.

G. WINDOW NET

1. A nylon window screen is mandatory.
2. The window screen 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. Window net must be rib type made from 1" wide nylon material with a maximum of 1 $\frac{3}{4}$ " 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. It is strongly recommended you have a built in, fully charged Halon 1211 or equivalent fire extinguisher equipment with visible, operating pressure gauge, but it must not be dry powder or liquid type. The fire extinguisher must be securely and professionally mounted. It is recommended that the restraining pin should be removed while on the racing surface.
2. All entrants must have in their pit area as part of their equipment 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.

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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SLM & PLM Race Procedures

1. All driver's meetings are mandatory. Driver and spotter must attend. Failure to attend will result in penalty. Spotters are required and must check in. If your spotter does not check in with the official before any race, start at the back. **You must scan Race Control @ 452.1500** Guaranteed car numbers and pit stalls will be determined by order of entries received. Duplicate car numbers must have a letter. Three-digit numbers allowed.
2. Time Trials
 - a. Qualifying order determined by pill draw Saturday morning at the driver's meeting.
 - b. Two consecutive timed laps
 - c. Once you have taken the white flag, you have an official time. No re-qualifying
3. Line Up Procedure
 - a. Invert will be drawn by the fast qualifier.
4. **START:** All starts & Restarts will take place at the designated spot. Leader is to accelerate at a steady pace until at race speed and bring the field with them. This will be explained at the Driver's meeting.
5. intentionally left blank
6. If the Yellow or Red is displayed before the leader has completed one lap, there will be a complete restart. All cars retain their position unless they require assistance or go to the pit. As soon as the leader completes one lap, there will not be a complete restart.
7. **YELLOW FLAG:** Do not race to the Yellow. Hold your position. Yellows do not count. **Remain single file until directed by the officials.**
8. If you stop on or near the racing surface to deliberately draw a yellow, two lap stop and go penalty.
 8. **RESTARTS:**
 - a. **Double file on all restarts.**
 - b. **Lapped cars to rear on all restarts. Free Pass car drops to the back of all cars on track.**
 - c. **Leader will choose the lane they want to restart in as they pass the orange triangle painted on the track, 2nd place top the open front row spot. Everyone else grids up behind. Odd positions in the inside lane, even positions in the outside lane.**
 - d. **No free pass car in the last 10 laps.**
10. **RED FLAG:** Stop as quickly and safely as possible. Pits are closed. Cars already in the pits may continue working on car. Pits will open when the track goes yellow again. Yellow flag laps after a red do not count. A push start when the track returns to yellow after a red flag for a car not involved in the cause of the yellow does not count as assistance. Any car joining the field after the one to go signal has been given must restart at the rear. No Crew members allowed on the track. No working on the car on the track. Driver must stay in the car.
11. **BLACK FLAG:** Come to the pits to consult with the Pit Steward. Failure to pull off the racing surface after being shown a black flag may result in disqualification and loss of purse money.
12. If you cause a third unassisted yellow flags or are too far off the pace in the opinion of the officials, you will be black flagged and removed from the race.
13. After lap 95 (PLM) 145 (SLM), we must have 5 green flag laps. They do not have to be consecutive. Once the white flag has been displayed to the leader, the next flag will be the checkered. If there is a problem, the yellow will come out with the green and it's race to the finish. If the track is blocked after the leader has taken the white flag, the red will come out. There will be one attempt at a Green/White/Checkered. Any subsequent restarts will be with a green and white together then the checkered. All additional laps will be counted and scored.



Announcer Card

Car #: _____

Driver: _____ Hometown: _____

Engine: _____ Chassis: _____

Profession: _____ Crew Chief: _____

Title Sponsors:

1. _____

2. _____

Associate Sponsors:

1. _____

2. _____

3. _____

4. _____

Racing Accomplishments:

1. _____

2. _____

3. _____

