

EVERGREEN SPEEDWAY SUMMER SHOWDOWN

July 22 & 23, 2022

Friday, July 22nd
NASCAR Mini Stocks
INEX Legends
Super Late Model Heat Races
Pro Late Model Summer Shootout 100

\$10,000 to Win*
PLM Summer Shootout

\$25,000 to Win
SLM Summer Showdown

Bonus \$55,000*

Pro Late Model & Super Late Model
Bonus Money Up For Grabs!

*See details in the registration packet

Saturday, July 24th
Tri-State Mini Stock Tour (non-points)
INEX Legends
NASCAR Street Stocks
Super Late Model Summer Showdown 200



2021 Summer Showdown Winner Owen Riddle



evergreenspeedway.com

*Updated 05.05.2022





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 16th, 2022 (\$300 July 17th) \$ _____

PLM \$200 Entry before July 16th, 2022 (\$250 July 17th) \$ _____

Registration includes temporary NASCAR SLM Driver's License if required

Pit Passes

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 \$25,000 2nd \$10,000 3rd \$6000 4th \$5000 5th \$4000 6th \$3000 7th \$2800 8th \$2700 9th \$2600 10th \$2500 11th \$2000 12th \$1900
 13th \$1800 14th \$1700 15th \$1600 16th Back \$1500 LQC: \$800 to non-transfer positions

PLM Payout: 1st \$10,000 2nd \$6,000 3rd \$3,000 4th \$2,000 5th \$1,800 6th \$1500 7th \$1200 8th Back \$1000 LQC \$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 21st UNLOADING ONLY. NO PRACTICE

3:00 pm Back Gate Opens for Unloading for all classes.
7:00 pm Complimentary dinner.
7:30 pm Qualifying Draw held under the grandstands.
8:00 pm Facility closes for the evening.

Friday, July 22nd

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 Mini Stock & Legend Pit Meeting ("Figure 8" Tech Area)
11:10 am PLM Practice back gate secured for practice.
11:40 am Mini Stock practice
Noon SLM Practice
12:30 pm Legend practice
12:50 pm Track crossing.
1:00 pm PLM practice.
1:30 pm Mini 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, Mini Stock Qualifying then SLM qualifying
4:30 pm **Heat Races**
Legend, Mini Stock, Legend B-Main (if needed 15 laps)
6:00 pm **Opening Ceremonies**
SLM Qualifying Heats 20 Laps
Mini Stock Main Event 40 Laps
Legend A-Main 30 Laps
PLM Summer Shootout 125 125 laps

Saturday, July 23rd

8:30 am Registration open.
9:00 am Back gate opens.
10:00 am Brief Late Model Drivers Meeting.
10:15 am **Tri-State** Mini Stock, legend & Street Stock Drivers Meeting.
10:30 am SLM practice.
11:00 am Track crossing.
11:10 am Tri-State Mini Stock Tour practice
11:30 am Street Stock practice.
11:50 am Legend practice.
12:10 pm Track crossing.
12:20 pm SLM Practice
12:50 pm Tri-State Mini Stock Practice
1:00 pm Street Stock Practice
1:10 pm Legend Practice
1:20 pm Track Cold
2:00 pm Summer Showdown tech opens.
2:00 pm Tri-State Mini Stock Tour & Legend qualifying.
3:30 pm Heat races
Street Stock-Legend-NWMST- Legend B-Main (if needed)
5:00 pm Mini Stock Main Event 40 Laps
Legend A-Main 30 Laps
Street Stock Main Event 40 Laps
Opening Ceremonies
SLM Summer Showdown 200 Laps

TENTATIVE SCHEDULE – ABOVE EVENTS SUBJECT TO CHANGE



2022 SLM Summer Showdown Rules

1. BODIES

- a. 2004 through current model year Chevrolet, Ford, Dodge and Toyota ABC bodies are allowed.
 - i. Must be stock appearing and mounted in accordance with the most current ABC rule book. Professional appearance required.
 - ii. No flaring, shaping or contour modifications of body, nose or skirting allowed. No belly pans or streamlining. No down force bodies.
 - iii. 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.
 - iv. Roof height 47" minimum measured 10" back from the top center of the windshield.
 - v. Rear quarter panel height 34½" maximum.
 - vi. Rear spoiler 6.5" x 60" maximum. Must be clear Lexan.
 - vii. Roof rails are permitted with a maximum of 1" lip. No other vertical rails allowed. No rear window rails.
- b. The officials reserve the right to add weight to nonconforming body measurements.
- c. The 2019 Five Star New Late Model Body is Approved.
 - i. Body must use only Five Star components designed for this body.
 - ii. Body must be mounted per Five Star Specifications.
 - iii. All body measurements are listed in the photo on page 12 of this rule package and are also available from Five Star.
 - iv. All three nose variations are approved (Ford, Chevrolet, & Toyota).
 - v. These bodies must be mounted and maintained to all template tolerances and given measurements advertised by Five Star. (This will be enforced)
 - vi. No roof rails or other vertical rails will be allowed.
- d. **AR Revolution body is allowed with a 50lb weight penalty on the 3/8 track and a 100lb weight penalty on the 5/8 track**

2. BASE WEIGHT WITH DRIVER.

- a. **2700 GM604 crate engine:**
 - i. 58% Left side maximum at all times
 - ii. Factory GM or Cope seal only.
 - iii. 80541-1 or -2 650 cfm gauge legal carb. 1" max carb spacer allowed
 - iv. GM part number 12551537 harmonic balancer is allowed.
 - v. 6400 RPM chip maximum
- b. **2725 Factory sealed Ford M-6007-D347SR (SR7 is not approved) MEP 425 LM Crate Engine:** No Modifications allowed.
 - i. 58% Left side maximum at all times
 - ii. 80541-1 or -2 cfm gauge legal carb. 1" max carb spacer allowed
 - iii. 6400 RPM chip maximum.
- c. **2775 GM CT525 Crate Engine**
 - i. 58% Left side maximum at all times
 - ii. Factory sealed only
 - iii. Any Holley carb is permitted with a maximum base plate hole diameter of 1 11/16".
 - iv. GM part number 19171130 or MSD 6012 Ignition controller.
 - v. 7200 RPM max.
 - vi. Electric fuel pump allowed. Must be wired with a low oil pressure shutdown switch

- d. **2850**
- i. **Compression Engines: 58% Left side maximum at all times**
 1. **Brodix Spec Head:**
 - a. Only Brodix SP-CH/FO/MO allowed.
 - b. No grinding, blending, or polishing is allowed anywhere. No use of any substance that may change or alter the heads in any way.
 - c. Valve stem minimum diameter 11/32".
 - d. Titanium valves are allowed.
 - e. Maximum 1" port match allowed to manifold
 - f. Any Holley carb is permitted with a maximum base plate hole diameter of 1 11/16".
 2. **Cast Iron Head Engine: 58% Left side maximum at all times**
 - a. Approved heads (maximum 200cc Intake Runners)
 - i. GM Bowtie, GM Vortec, Dart Iron Eagle & Platinum 200's, World Products Sportsman II, Ford Motorsports, Mopar W-2
 - ii. No porting, polishing, port matching or acid dipping allowed.
 - iii. Approved valve angles. Chevy 23 degree, Ford 11 degree, Mopar 15 degree.
 - iv. Maximum 1" port match allowed to manifold
 - v. Any Holley carb is permitted with a maximum base plate hole diameter of 1 11/16".
 3. **Tour Legal 9:1 58% Left side maximum at all times**
 - a. No aluminum blocks
 - b. Aluminum heads of OEM design only. Only 23 degree heads allowed on GM products. No SB2 or SM splayed or 14 degree Buick heads allowed.
 - c. 9.5:1 maximum compression ratio.
 - d. Holley Tour Legal 390 cfm carb only.
 4. **Approved McGunegill, Hammner, Progressive, SSPE or other approved S.E.A.L. Engines**
 - a. Holley 750 CFM part number 4779 or 80528 must be used.
 - i. Unaltered. Gauge Legal.
 - b. **Hammner must run the All-Star Governor restrictor with a maximum insert size of 1.35 inches or have the SEAL approved intake manifold.**
 - c. Ignition System.
 - i. Must run one FAST (Crane Cams) or Daytona Sensors part #6000-6701(k).
 - ii. Must be mounted on the factory tray and mounted as far right and forward as possible inside the car.
 - iii. All wires must be in plain view and out of reach of driver.
 - iv. All wires to the distributor must be run separately and not part of a bigger loom or harness.
 - v. All wiring must be sealed. No open or unused plugs.
 - vi. RPM dial positioned toward the right side of car.
 - vii. 7600 RPM max (**SSPE 7800**).

* **Other engine combinations must have prior approval.**

** Everyone must run the same combination for all events including qualifying (same engine, carb, spacer, restrictors etc.)

3. ENGINES

- a. Cast iron blocks only, except CT525. Maximum 360 CID for GM and Ford, 365 CID for Mopar.
- b. Engine setback. GM 2". Ford and Mopar 4" measured from the forward most spark plug to the center line of the upper ball joints.
- c. Centerline of crank must be within 1" of tread width.
- d. Crank height is 10" from center of the crank to the ground for dry sump and 11" for wet sump systems. Steel crank only. No titanium.
- e. No titanium connecting rods.
- f. Distributor type ignition only in stock location allowed. No magnetos allowed.
- g. Mechanical fuel pumps only. No electric pumps allowed. CT525 excluded.
- h. 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.
- i. Radiator must be in stock location.
- j. NO ETHYLENE-GLYCOL ALLOWED. Water only, Water Wetter type additive is permitted.

- k. 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. All Star Performance #26060 or #26180 adjustable base plate approved. Inserts must be All Star brand and sold specifically to be used with this plate.
- l. Maximum air cleaner size 4"x16" with solid cover. Paper element or K&N style air filter allowed.
- m. Ignition System: Limited to one ignition amplifier box GM PN 10037378, MSD 6AL, FAST (Crane) Ignition PN 6000-6701 or Daytona Sensors CMS 6000-6701k. Must have weather pack connectors as supplied by manufacturer. All components must be located on right side of driver compartment and out of reach of driver. No crank triggered ignition systems.

4. TOUR 9:1 ENGINES

- a. No aluminum blocks. Aluminum heads of OEM designs only. Only 23° heads allowed on GM products. No SB2 heads, SM splayed heads or 14° Buick heads allowed.
- b. Compression ratio maximum is 9.5:1.
- c. Holley Tour Legal 390 CFM only. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter. See diagram 1.

5. COMPRESSION ENGINES

- a. Brodix Spec Head: PN SP-CH/FO/MO. No grinding, blending, polishing, welding or use of any substance to alter flow. Titanium valves are allowed. Valve stem minimum diameter is 11/32".
- b. Cast Iron Heads: Approved heads (maximum 200cc intake runners) GM Bowtie, GM Vortec, Dart Iron Eagle & Platinum 200's, World Products Sportsman II, Ford Motorsports, Mopar W-2 untouched with ID marking intact. No porting, polishing, port matching or acid dipping allowed
- c. All heads must check within 10 cc's of manufacturer volume. Allowance is for valve replacement and casting variance only. Approved valve angle: CH 23°, FO 11°, MO 15°.
- d. Standard open-plenum intake manifolds with minimal (1" maximum) port matching permitted on intake runners. No additional flow improvement work or drilling allowed.
- e. 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. See diagram 1.

6. GM 604 CRATE ENGINES

- a. GM factory sealed crate engine PN 88869604 or as allowed under section
- b. GM 6¾" harmonic balancer allowed. GM PN 12551537
- c. No other modifications or parts are allowed
- d. 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.
- e. Crank height is a minimum of 11" from center of the crank to the ground.
- f. 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.
- g. 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.
- h. The 650 CFM Holley carburetor PN 80541-1 or 2 is mandatory. The carburetor and any carburetor components including boosters, throttle plates, throttle shafts, throttle bodies, metering blocks, etc. must remain stock in appearance and match all factory dimensions. Only Holley replacement and/or service parts will be permitted in carburetor rework. Must pass all BLP Box Stock Gauges and visual inspection. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter. See diagram 1.
- i. 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.

7. SEAL ENGINE PROGRAM McGUNEGILL, HAMNER, PROGRESSIVE,

- a. Any tampering of seals or established construction of these engines is grounds for immediate disqualification.
- b. Holley 750 CFM P/N 4779 or 80528 must be used. 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 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. See diagram 1.
- c. Engines may be dynoed at any time or inspected during post-race tech to monitor adherence to spec rules.

8. GM CT525 LS3 CIRCLE TRACK CRATE ENGINE

- a. Competitors may purchase the GM LS3 CT525 base engine from any approved GM Performance Parts Dealer. Factory Seals must remain in place. No modifications. GM LS3 CT525 6.2L racing engine P/N 19331563. The base engine is rated at 525 hp and 471 lb ft of torque using aluminum block, high flow LS3 rectangular port head cylinder heads and includes an intake manifold and a 6-quart racing oil pan.
- b. Ignition controller GM P/N 19171130 or 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.
- c. Belt Driven or Electric Fuel Pump allowed. Electric pumps must be wired with double relay wiring harness with oil pressure safety switch to ensure fuel pump will shut off when engine is not running.
- d. 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. See diagram 1
- e. Engines may be dynoed at any time or inspected during post-race tech to monitor adherence to spec rules.

9. FORD M-6007-D347SR, MEP 425LM Crate Engine

- a. Factory sealed M-6007-D347SR is the only approved configuration. M-6007-D347SR7 is not approved for competition. (Authorized rebuilder may be added in the future). MEP Sealed 425LM. No mods.
- b. 1.5 Rockers only
- c. 6400 RPM rev chip required.
- d. No Modifications allowed
- e. Crank height is a minimum of 11" from center of the crank to the ground.
- f. The 650 CFM Holley carburetor PN 80541-1 or 2 is mandatory. The carburetor and any carburetor components including boosters, throttle plates, throttle shafts, throttle bodies, metering blocks, etc. must remain stock in appearance and match all factory dimensions. Only Holley replacement and/or service parts will be permitted in carburetor rework. Must pass all BLP Box Stock Gauges and visual inspection. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter. See diagram 1.
- g. 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.
- h. When the dyno is used, any crate engine that is found to produce significantly more torque and/or horsepower than Ford factory specifications will result in automatic tear down.

10. EXHAUST

- a. Strictly enforced 90 DB maximum at 50 feet.
- b. Muffler is mandatory
- c. We highly recommend no door outlet exhaust. Under car exhaust outlet is recommended.
- d. Cars not in compliance will not be allowed to practice or compete.

11. DRIVETRAIN

- a. Transmissions are subject to approval. A minimum two forward gears and one reverse required. Quick change and automatic transmissions are not permitted.
- b. 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.
- c. Drive lines must be steel or aluminum only. No carbon fiber. Must be painted white or silver. 2½" Min. dia.
- d. 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.

12. REAR END

- a. Ford 9" floater or quick change rear end required. Steel or aluminum axle tubes are allowed.
- b. Axles must be steel.

13. FRAME

- a. 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.

- b. Wheelbase minimum is 101"
- c. 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. No tungsten or other exotic materials allowed. The Tech Director's decision on what qualifies as exotic is final. Penalty of **\$10.00 PER LB** will be added for weight lost on the racing surface.

14. FUEL & FUEL CELLS

- a. 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.
- b. 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. 14-gauge reinforcement plates in front and behind the fuel cell recommended.

15. TREAD WIDTH

- a. Fabricated front end 67" maximum (zero tolerance) measured at spindle height.
- b. Stock Stub 69" maximum.

16. SUSPENSION

- a. 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.
- b. Steel spindles or approved Coleman spindles only.
- c. Independent rear suspension is not allowed.
- d. One piece trailing arms only. No spring loaded or dampened trailing arms. Truck arms OK.
- e. Multiple 3rd links allowed. Torque absorber OK, no shocks.
- f. Rear sway bars are not allowed.
- g. Brakes must be solid mount, in good working order on all four corners. No floating calipers.
- h. No shock, spring or suspension adjusting devices are allowed in driver's compartment.
- i. Shock absorbers
 - i. Adjustable shocks are allowed. One shock per wheel.

17. WHEELS & TIRES

- a. 10" steel racing wheels only.
- b. Only approved tires are permitted. Approved tires are Hoosier 3035 & 3045 27.0/10.0/15.0 purchased from Evergreen Speedway. At no time are softener, additives, chemicals, enhancers or strengtheners to be applied to any tire. See addendum for tire requirements.

18. RADIOS

- a. Radio communication between driver and spotter is required any time the car is on the racing surface.
- b. 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.
- c. Spotters are required to scan the tower during all competitive events at Evergreen Speedway.
- d. Channel posted at tech trailer, subject to change. Check with Tech Director.

19. TRANSPONDERS

- a. Transponders are required. Must be mounted 15" behind the rear axle on the right frame rail.
- b. Transponder must be run at all times, including ALL PRACTICE SESSIONS to insure proper operation with scoring. Transponders may be rented from Evergreen Speedway. If you enter the racing surface with no transponder you will be Black Flagged. If this happens during a race, you will relinquish your starting position and return to the pits to obtain one.

DIAGRAM 1

Each carburetor booster must be secured by a small amount of epoxy or a steel wire not less than .025" in diameter. Epoxy must not extend beyond the lower radius of the mounting stem (see diagram 1 below). The wire must be installed in such a manner that in case of a carburetor booster failure, the carburetor booster should remain suspended in the carburetor without any interference to the operation of the throttle shaft and throttle plates (butterflies). A minimum size hole, acceptable to track officials may be drilled through the top of the booster barrel inboard of the booster attaching stem and in the top of the choke horn on each side of the vent tube for the wire to pass through and secure each booster. Alternatively, wire can pass through the booster barrel top to bottom and attach to the holes in the choke horn or the wire can be tied securely around the mounting stems and snugly to the vent tube (see diagram 2 below). Subject to approval of tech.



1. Epoxy



2. Wire

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 race track.
2. **Snell SA2015** 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. 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 ½" in diameter.
2. The shoulder harness and lap belts must be bolted so that the ends of the belts move freely. Shoulder harness must be no less than 3" wide and must come from behind driver's seat max 3" below the driver's shoulders or less than 10 degrees. Where the harness crosses the roll cage, it must pass through a steel guide welded to the cage that will prevent the harness from sliding side to side. Shoulder harness inertia reels cannot be used.
3. A center or submarine belt must be mounted to the lower seat frame at the bottom.
4. Where the belt passes through the seat edges, it must have a grommet installed, be rolled and/or padded to prevent cutting.
5. All seat belts and shoulder harnesses must connect at the lap belt with an approved quick release buckle.
6. Seat belts must be dated by the manufacturer and must not be used beyond five years after the manufacture date. 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 ¾" square between the ribs.
3. All window net mounts must be welded to the roll cage.

H. FIRE EXTINGUISHER

1. It is mandatory that each car have a fire extinguisher within the driver's reach. 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.

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



Tech Procedures

1. **Pre-Tech**
 - a. Safety inspection is required on Friday before practicing.

2. **Qualifying Tech**
 - a. All cars must go through Qualifying Tech in order of their qualifying pill draw.
 - b. Once Qualifying Tech officially opens, all cars are required to be on the ground ready to roll to tech line. Remain in your pit, until an official directs you into tech line.
 - c. Once cars enter the tech station, cars may not be lifted, tugged, or adjusted in any manner unless instructed to do so by an official.
 - d. Cars may not exceed 28lbs of air in right side and 22lbs in left side tires for tech inspection.
 - e. Air pressure and tape are the only change that can be made to the car after Qualifying Tech.

3. **Post-Race Tech**
 - a. Top three finishers must stop on the front stretch for trophy presentation. One crew member is allowed to take tire temps and/or tire pressures. No jacking. No other crew allowed.
 - b. 4th and 5th place finishers are to report directly to the tech inspection area and wait for direction from an Official. One crew member is allowed to take tire temps and/or tire pressures. No jacking. No other crew allowed.
 - c. Teams must comply with all requests of Tech made by an Evergreen Speedway Official. Refusal to comply will result in immediate disqualification and forfeiture of any monies won.
 - d. A maximum of three crew members will be allowed in the tech area unless approved by the Lead Technical Inspector.



2022 PLM Rules

❖ BODIES

- 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 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 listed in the photo on page 12 of this rule package and are also 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.
- **AR Revolution body is allowed with a 50lb weight penalty on the 3/8 track and a 100lb weight penalty on the 5/8 track**

❖ 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 engine. Factory GM Seals Only (part number 88869604) or as allowed below. 6400 RPM Rev Chip Max**
- **2725 lbs.**
 - **Ford M-6007-D347SR crate engine. MEP 425LM**
 - **6400 RPM Rev Chip max. Factory Sealed**
 - **No Modifications allowed.**
- **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 or FAST (Crane) PN 6000-6701
 - 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 or 2 is mandatory. The carburetor and any carburetor components including boosters, throttle plates, throttle shafts, throttle bodies, metering blocks, etc. must remain stock in appearance and match all factory dimensions. Only Holley replacement and/or service parts will be permitted in carburetor rework. Must pass all BLP Box Stock Gauges and visual inspection. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter. See diagram 1.
 - 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 or GM 10037378 ignition box
 - 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. See diagram 1.
 - 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
 - Ignition System: Limited to one ignition amplifier box GM PN 10037378, MSD 6AL or FAST (Crane) Ignition PN 6000-6701. Must have weather pack connectors as supplied by manufacturer. All components must be located on right side of 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 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. See diagram 1.
- **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
 - 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 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. See diagram 1.

- **FORD M-6007-D347SR 2725 lbs MEP 425LM . 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.
 - 1.5 Rockers
 - No modifications allowed.
 - Crank height is a minimum of 11" from center of the crank to the ground.
 - Ignition System: Limited to one ignition amplifier box GM PN 10037378, MSD 6AL or FAST (Crane) Ignition PN 6000-6701. Must have weather pack connectors as supplied by manufacturer. All components must be located on right side of driver compartment and out of reach of driver.
 - No carburetor spacer allowed.
 - The 650 CFM Holley carburetor PN 80541-1 or 2 is mandatory. The carburetor and any carburetor components including boosters, throttle plates, throttle shafts, throttle bodies, metering blocks, etc. must remain stock in appearance and match all factory dimensions. Only Holley replacement and/or service parts will be permitted in carburetor rework. Must pass all BLP Box Stock Gauges and visual inspection. Each carburetor booster should be secured by a small amount of epoxy or a steel wire not less than .025" in diameter. See diagram 1.
 - 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: Limited to one ignition amplifier box GM PN 10037378, MSD 6AL or FAST (Crane) Ignition PN 6000-6701. Must have weather pack connectors as supplied by manufacturer. All components must be located on right side of 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. See diagram 1.

❖ **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**

- Ford 9" floater or quick-change rear end required. Steel or aluminum axle tubes are 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.
- 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" .090 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.

❖ 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.
 - 14-gauge reinforcement plates in front and behind the fuel cell recommended.
- 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**
 - **We highly recommend no door outlet exhaust. Under car exhaust outlet is recommended.**
 - **Cars not in compliance will not be allowed to practice or compete.**

❖ WHEELS & TIRES

- 8" or 10" steel racing wheels only.
- 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, subject to change. Check with Tech Director.

❖ **TRANSPONDERS**

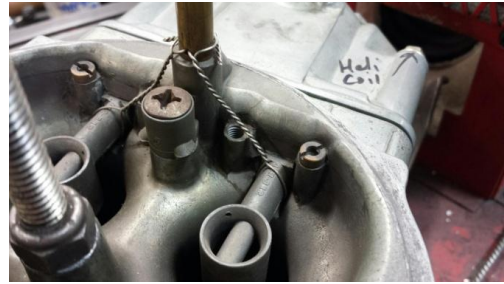
- Transponders are required. Must be mounted 15" behind the rear axle on the right frame rail.
- Transponder must be run at all times, including ALL PRACTICE SESSIONS to insure proper operation with scoring.

DIAGRAM 1

Each carburetor booster must be secured by a small amount of epoxy or a steel wire not less than .025" in diameter. Epoxy must not extend beyond the lower radius of the mounting stem (see diagram 1 below). The wire must be installed in such a manner that in case of a carburetor booster failure, the carburetor booster should remain suspended in the carburetor without any interference to the operation of the throttle shaft and throttle plates (butterflies). A minimum size hole, acceptable to track officials may be drilled through the top of the booster barrel inboard of the booster attaching stem and in the top of the choke horn on each side of the vent tube for the wire to pass through and secure each booster. Alternatively, wire can pass through the booster barrel top to bottom and attach to the holes in the choke horn or the wire can be tied securely around the mounting stems and snugly to the vent tube (see diagram 2 below). Subject to approval of tech.



1. Epoxy



2. Wire

PERSONAL SAFETY EQUIPMENT

A. GENERAL

5. Evergreen Speedway is not responsible for the effectiveness of any personal safety equipment.
6. Each competitor is solely responsible for the effectiveness of personal safety equipment used during an event.
7. Each competitor is expected to investigate and educate him or herself fully in respect to the availability and effectiveness of personal safety equipment.
8. 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

4. Fire resistant clothing and equipment must protect all parts of a driver.
5. 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.
6. IT IS THE RESPONSIBILITY OF THE DRIVER, NOT EVERGREEN SPEEDWAY, TO ENSURE THAT HE/SHE MAINTAINS, WEARS AND PROPERLY USES PROTECTIVE CLOTHING.

C. HELMETS

4. 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.
5. Snell SA2010 or newer only. Full face helmets required. NO EXCEPTIONS.
6. 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

3. 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.
4. 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

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

F. SEAT BELTS AND SHOULDER HARNESS

8. A quick release lap belt of no less than 3" wide is required. Both ends of the lap belt and both ends of the shoulder harness must be fastened to the roll bar with Grade 8 bolts not less than ½" in diameter.
9. 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.
10. A center or submarine belt must be mounted to the lower seat frame at the bottom.
11. Where the belt passes through the seat edges, it must have a grommet installed, be rolled and/or padded to prevent cutting.
12. All seat belts and shoulder harnesses must connect at the lap belt with an approved quick release buckle.
13. 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.
14. It is recommended that HANS specific seat belts be used with HANS device.

G. WINDOW NET

4. A nylon window screen is mandatory.
5. 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 ¾" square between the ribs.
6. All window net mounts must be welded to the roll cage.

H. FIRE EXTINGUISHER

2. 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.

3. 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.

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 paid entries received. Duplicate car numbers must have a letter. Three-digit numbers allowed.
2. Time Trials
 - a. Qualifying order determined by pill draw at the Thursday evening kick off party/BBQ
 - b. Two consecutive timed laps
 - c. Once you have taken the white flag, you have an official time. No re-qualifying
3. Heat Races and Line Up Procedure
 - a. Top finishers from each heat qualify for the top 32 spots in Showdown
 - c. 33-36 will be top 4 from Last Chance Qualifier.
 - d. 37 & 38 Top 2 LCQ non-transfer cars in the 2020 Evergreen NWAAS season points standings
 - e. Heat races will be straight up by qualifying time
 - f. LCQ Race will line up by heat race finish
 - g. Main Event will be straight up by heat race finishes, LCQ transfer cars, then 37 & 38 Provisionals.
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. On the original start drivers may not pass until they cross the start/finish line. Stay in line. Attempting a pass before the start finish line may result in a stop and go penalty. An attempt will be when the front bumper cover of the rear car aligns inside the rear bumper cover of the car in front.
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. (Subject to change at the Race Directors discretion)
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.
9. **RESTARTS:** At about 2 to go, lapped cars will move to the rear of the lead lap cars.
 - a. The first car lap or laps down when the caution fell will get a 'free pass'.
 - b. A full green flag lap must be completed for a Free Pass
 - c. No free pass in the last 10 laps of the race or if the designated car is involved in the caution
 - d. First place can go to the inside or outside. Grid up behind.
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 three 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. We will take a break at lap 100. If the track is yellow after lap 95, we will bring you in as soon as the field is organized and under control. You'll have 7 minutes once the last car has made it into the pit. The pace car will be parked in turn 1. After 7 minutes the pace car will pull out for 4 pace laps. After two to go has been given, you'll have to line up at the back.
14. After lap 195, 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. _____

4. _____

2022 Summer Shootout/Summer Showdown Bonus Monies

Drivers fielding a car in both the Pro Late Model Summer Shootout 125 AND the Super Late Model Summer Showdown 200 are eligible for the following bonuses.

- Take 1st place in the 2022 PLM Summer Shootout 125 & 1st place in the 2022 SLM Summer Showdown 200 meeting the following criteria and win a \$35,000 Bonus!
 - You must relinquish your starting position in the Showdown 200 and start from the rear of the field.
 - You may use the same car or a different car for each race, but they must be the same car you that you qualified in for the respective race.
 - You must pass post-race technical inspection for both events.
- Take any Combination of 1st, 2nd or 3rd in both the PLM Summer Shootout 125 AND the SLM Summer Showdown 200 (EXCEPT 1st place in both. See Above) meeting the following criteria and win a \$10,000 Bonus!
 - You must relinquish your starting position in the Showdown 200 and start from the rear of the field.
 - You may use the same car or a different car for each race, but they must be the same car you that you qualified in for the respective race
 - You must pass post-race technical inspection for both events.