

EVERGREEN SPEEDWAY SUMMER SHOWDOWN

July 21 & 22, 2023

\$25,000 to Win
SLM Summer Showdown 150

\$12,000 to Win
PLM Summer Shootout 100



\$40,000

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

**See details in the registration packet*

Friday, July 21st
Mini Stocks
INEX Legends
Super Late Model Heat Races
Pro Late Model Summer Shootout 100

Saturday, July 22nd
Northwest Pro 4 Trucks
INEX Legends
NASCAR Street Stocks
Super Late Model Summer Showdown 150



2022 SLM Winner Preston Peltier



2022 PLM Winner Thomas Stanford



evergreenspeedway.com





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, 2023 (\$350 July 2nd) \$ _____

PLM \$200 Entry before July 1st, 2023 (\$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 \$25,000 2nd \$10,000 3rd \$6000 4th \$5000 5th \$4000 6th \$3000 7th \$2500 8th \$2200 9th \$2100 10th \$2000 11th \$1600 12th \$1600 13th \$1600 14th \$1600 15th \$1600 16th Back \$1500 LQC: \$800 to non-transfer positions

PLM Payout: 1st \$12,000 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 20th

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 21st

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 20 laps)
Opening Ceremonies
 SLM Qualifying Heats 20 Laps
 Mini Stock Main Event 30 Laps
 Legend A-Main 30 Laps
 PLM Summer Shootout 100 100 laps

Saturday, July 22nd

8:30 am Registration open.
 9:00 am Back gate opens.
 10:00 am Brief Late Model Drivers Meeting.
 10:15 am **NW Pro 4 trucks & Legends Driver's Meeting**
 10:30 am SLM practice.
 11:00 am Track crossing.
 11:10 am NW Pro 4 Truck 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 NW Pro 4 Truck 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 NW Pro 4 Truck & Legend qualifying.
 3:30 pm Heat races
 Street Stock-Legend-NWP4T- Legend B-Main (if needed)
 5:00 pm NWP4T Main Event 30 Laps
 Legend A-Main 30 Laps
 Street Stock Main Event 30 Laps
 Opening Ceremonies
 SLM Summer Showdown 150 Laps

TENTATIVE SCHEDULE – ABOVE EVENTS SUBJECT TO CHANGE



2023 Summer Showdown SLM & PLM Rules

❖ 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 Next Gen 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 available from Five Star.
 - **64.5" Wide Rear Spoiler is allowed on the Next Gen Body.**
 - 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
- 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 days
 - 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 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. 6400 RPM Rev Chip max. Factory Sealed**
 - **No Modifications Allowed**
- **2750 lbs.**
 - **MEP 425 LM Sealed Engine. 6400 RPM Rev Chip Max.**
 - **No Modifications allowed.**
- **2775 lbs Factory Sealed CT525**
- **2800 lbs.**
 - **“Open” Wet Sump Engine. 7200 RPM Rev Chip Max.**
 - **Unsealed or non-compliant GM 604 crate will be classified in this category.**
- **2850 lbs.**
 - **NW Brodix Spec Head 7600 RPM Rev Chip Max.**
 - **Tour Legal 9:1 with 750 cfm Gauge Legal Carb 7600 RPM Rev Chip Max**
 - **Cast Iron Head Dry Sump Engine 7600 RPM Rev Chip Max.**
 - **SEAL Engine (Hamner/McGunegill) Package 7600 RPM Rev Chip Max.**
 - **SSPE. Built to Southern Super Series Rules. 7800 RPM Rev Chip Max.**

❖ **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.
 - Ignition System: Only one box allowed. MSD Digital 6AL, FAST (Crane) PN 6000-6701 or JMS-Daytona Sensors 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.
 - Distributor type ignition only in stock location allowed. No magnetos 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.
 - 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. 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" WET SUMP ENGINES. 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 (PLM ONLY)**

- All Star Performance #26060 or #26180 adjustable base plate mandatory for PLM. Inserts must be All Star brand and sold specifically to be used with this plate.
- Cast Iron Blocks Only
- 365 Maximum Cubic Inch.
- 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: Only one box allowed. MSD Digital 6AL, FAST (Crane) PN 6000-6701 or JMS-Daytona Sensors 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.
- 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
- Any gauge legal Holley 750 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
- 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 or the All Star Performance #26060 or 26180 with All Star brand inserts.

- **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 (PLM Race Only) All Star Performance #26060 or #26180 adjustable base plate mandatory for PLM. Inserts must be All Star brand and sold specifically to be used with this plate.**



- 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.
- 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. 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 or the All Star Performance #26060 or 26180 with All Star brand inserts**

➤ **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.
- Ignition System: Only one box allowed. MSD Digital 6AL, FAST (Crane) PN 6000-6701 or JMS-Daytona Sensors 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.
- Distributor type ignition only in stock location allowed. No magnetos allowed.
- 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. 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.

- **MEP 425LM 2750 lbs. 58% max left side weight at all times. 6400 Max RPM**
 - No modifications allowed.
 - Crank height is a minimum of 11” from center of the crank to the ground.
 - Ignition System: Only one box allowed. MSD Digital 6AL, FAST (Crane) PN 6000-6701 or JMS-Daytona Sensors 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.
 - Distributor type ignition only in stock location allowed. No magnetos allowed.
 - No carburetor spacer allowed. Maximum of 1 paper carb gasket not to exceed .065” in thickness.
 - 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. 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.
- **SEAL, NW Brodix Spec Head, 9:1, SSPE 2850 lbs. 58% max left side weight at all times. 7600 Max RPM (7800 MAX SSPE). Must run All Star “Governor” with a maximum insert of 1.30 inches (PLM ONLY)**
 - All Star Performance #26060 or #26180 adjustable base plate mandatory for PLM. Inserts must be All Star brand and sold specifically to be used with this plate.
 - 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: Only one box allowed. MSD Digital 6AL, FAST (Crane) PN 6000-6701 or JMS-Daytona Sensors 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.
 - 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
 - Any gauge legal Holley 750 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 or the All Star Performance #26060 or 26180 with All Star brand inserts

❖ **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 cover 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

- 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) installed in front of the fuel cell 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

- PLM 8" or 10" steel racing wheels only.
- SLM 10" steel racing wheels only.
- **No blowers or hoses will be allowed to blow air on tire or wheel**
- Only approved tires are permitted.
 - PLM Approved tires are Hoosier 8.0-15/970 purchased from Evergreen Speedway.
 - SLM Approved tires are The Hoosier 3035 Left & Hoosier 3045 Right 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

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 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. **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 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 conforms 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. **Drivers will choose the lane they want to restart in as they pass the orange triangle painted on the track. Drivers must remain single file until the car in front of them chooses.**
 - d. **Drivers must stay in the lane chosen at the triangle.**
 - e. **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. _____

4. _____

2023 Summer Shootout/Summer Showdown Bonus Monies

Drivers fielding a car in both the Pro Late Model Summer Shootout 100 AND the Super Late Model Summer Showdown 150 are eligible for the following bonuses.

- Take 1st place in the 2023 PLM Summer Shootout 100 & 1st place in the 2023 SLM Summer Showdown 150 meeting the following criteria and win a \$37,000 Bonus!
 - You must relinquish your starting position in the Showdown 150 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 100 AND the SLM Summer Showdown 150 (EXCEPT 1st place in both. See Above) meeting the following criteria and win a \$5,000 Bonus!
 - You must relinquish your starting position in the Showdown 150 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.

Other Bonus Monies

\$1500 Don Scriver Memorial SLM Fast Time Award

\$500 PLM Fast Time Award

\$500 each to the PLM & SLM driver that leads the most laps in their respective race.