





Schedule IRUWKH0RQWDQD

**Thursday, July WK**

11:00 am	Registration and Check In Opens for Late Models
Noon	Back Gate Opens
	Technical inspection opens. <b>Thursday Tech Inspection is not required. Safety Tech is required before practicing.</b>
1:30 pm	Practice starts. Track cold for 10 minutes at the top of every hour for crossing.
3:00 pm	Practice Ends. Technical Inspection Closes.
7:00 pm	Racer and Crew appreciation dinner under grandstands. Free to all pit pass holders
7:30 pm	Qualifying Pill Draw by tech shed
9:00 pm	Facility closes for the evening.

**Friday, July WK**

	Registration open
8:00 am	Back gate opens. Tech inspection opens.
8:30 am	Late Model Drivers & Spotters Meeting (Tech Shed)
10:30am	SLM Practice back gate secured for practice.
11:00 am	Hobby Stock Pit Meeting
Noon	Hobbt Stock practice.
12:30pm	Legends practice for Saturday.
1:00pm	Break
1:15 pm	SLM practice.
1:45 pm	Hobby Stock practice.
1:50 pm	Legends practice for Saturday.
2:20 pm	Montana 200 qualifying tech opens.
2:20 pm	Hobby Stock Practice
2:20 pm	Track cold. Track crossing allowed.
6:00 pm	<b>SLM Qualifying.</b>
7:00 pm	Driver Meet & Greet in the grandstands
7:30 pm	<b>Opening Ceremonies</b>
8:00 pm	<b>ØRSKDVKV, REEØRFN and Ø (laps)</b>
	Hobby Stock Main Event <span style="float: right;">50 Laps</span>
	SLM Qualifying Heat Odd <span style="float: right;">25Laps</span>
	SLM Qualifying Heat Even <span style="float: right;">25 Laps</span>

**Saturday, July WK**

8:30 am	Registration open.
9:00 am	Back gate opens.
10:00 am	Brief Late Model Drivers Meeting.
10:30am	INEX Legend Pit Meeting
11:00am	SLM practice.
12:30 pm	Legend practice.
2:00 pm	Montana 200 tech opens.
2:10 pm	Legend Practice
2:30 pm	Break
4:00 pm	Legends Qualifying
4:30 pm	Legends Trophy Dash (6 Laps)
5:00pm	Legend Main Event <span style="float: right;">50 Laps</span>
5:30pm	SLM Last Chance <span style="float: right;">25 Laps</span>
6:00pm	Opening Ceremonies
7:00pm	Start Your Engines for Montana 200 <span style="float: right;">200 Laps</span>

TENTATIVE SCHEDULE – ABOVE EVENTS SUBJECT TO CHANGE



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## 2021 Montana 200 Rules

1. **Bodies:**
  - a. The ABC Official Rule Book Version 9.0 and the 2021 Mission Valley Super Oval Super Late Model Rules will govern body specifications. In the event of a conflict between the two rule books, The Mission Valley Super Oval SLM rules will be used.
  - b. Maximum quarter panel heights will be enforced using current ABC guidelines.
  - c. No flaring, shaping or contour modifications of body, nose or skirting allowed. No belly pans or streamlining. No down force bodies.
  - d. 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.
  - e. Roof rails are permitted with a maximum height of 1". Maximum of 2. No other vertical rails allowed. No rear window rails.
2. The 2019 Five Star New Late Model Body is Approved.
  - a. Body must use only Five Star components designed for this body.
  - b. Body must be mounted per Five Star Specifications.
  - c. All three nose variations are approved (Ford, Chevrolet, & Toyota).
  - d. These bodies must be mounted and maintained to all template tolerances and given measurements advertised by Five Star. (This will be enforced)
  - e. No roof rails or other vertical rails will be allowed.
3. Any currently approved NASCAR or ABC approved ARbodies variations will be allowed.
  - a. Must be mounted and maintained in accordance with the most current printed regulations.
  - b. Must use only ARbodies components designed for the specific body used.
  - c. No roof rails or other vertical rails allowed.
4. **Weights and Engines:** All weights and percentages listed include driver, a race ready and fueled car.
  - a. 2650 **GM604 crate engine:**
    - i. 59% Left side maximum at all times
    - ii. Factory GM or Cope seal only. **2021 will be factory sealed 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. 2675 **Factory sealed Ford M-6007-D347SR (SR7 is not approved):** No Modifications allowed.
    - i. 59% 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 part number 19171821 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 6012CT 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. **Hamner 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) part #6000-6701.
        - 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 8000).

\* Other engine combinations must have prior approval.

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

## Chassis, Suspension, Engine and Transmission

### 1. Chassis and Suspension

- a. 101" minimum wheelbase.
- b. 67" max tread width at spindle height. Zero tolerance. 69" for stock stub.
- c. No carbon fiber. This includes radiator ductwork, brake fans, rotors, drivelines, chassis supports or clutches.
- d. Roll cage must be constructed of 1 3/4" OD steel tubing with a minimum wall thickness of .095.
- e. Steel spindles or approved Coleman spindles only.
- f. One shock per wheel. Shocks must be only mechanical and may not utilize electricity in any way.
- g. One piece trailing arms only. No spring loaded or dampened trailing arms. Truck arms OK.
- h. Rear axles must be steel.

- i. No Birdcage setups of any kind.
  - j. Rear sway bars are not allowed
  - k. Torque absorber third links are allowed. No Shocks
  - l. All added weight must be lead. It must be painted white and clearly marked with the car number. Solid block form only. \$10 per pound penalty for any ballast lost on the racing surface.
  - m. 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.
  - n. No cockpit driver adjustments other than brake bias.
- 2. Engine and Transmission**
- a. Engine setback. GM 2". Ford and Mopar 4" measured from the forward most spark plug to the center line of the upper ball joints.
  - b. Crank height. 10" from center of the crank to the ground for dry sump and 11" for all wet sump systems.
  - c. Cast Iron blocks only. 360 Max cubic inch for GM and Ford. 365 Max cubic inch for Mopar. Except specific engines addressed under "weights and engines"
  - d. Full standard type transmission only. A minimum of 1 reverse and 2 forward gears are required. Quick change or automatics are not allowed.
  - e. 5 ½" minimum clutch required. Multiple disc clutches allowed. Only magnetic steel discs and pressure plates are allowed. Clutch cover may be aluminum or steel.
- 3. REAR END**
- a. Ford 9" floater or quick-change rear end required. Steel or aluminum axle tubes are allowed.
  - b. Axles must be steel.
- 4. EXHAUST**
- a. Strictly enforced 90 DB maximum at 50 feet.
    - i. Muffler is mandatory
    - ii. We highly recommend no door outlet exhaust. Under car exhaust outlet is recommended.
    - iii. Cars not in compliance will not be allowed to practice or compete
- 5. Tires and Wheels**
- a. Approved tires for the 2020 Summer Showdown are the Hoosier 3035 left and the 3045 Right.
  - b. Qualifying and race tires must be purchased at Evergreen Speedway from Hoosier West.
  - c. 8 new must be checked in and left in the impound area. See schedule for release times.
  - d. Qualifying tires must be used to start all heat races and the Main Event.
  - e. All tire changes must be due from a flat or tire losing air. Replacement tire must be approved by Evergreen Speedway Officials.
  - f. No tire softening, tire shine or any altering.
  - g. No race tires are to leave the facility at any time.
  - h. Tires must be available for inspection at all times.
  - i. No brake ducting blowing on beads or tread face.
  - j. 10" maximum steel racing only



## **Tech Procedures**

### **1. 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.

### **2. 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 5<sup>th</sup> 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.



## 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 2019 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 will take place at the designated line. The p1 car will gradually increase speed after passing the initial line bringing the field with them. The field is expected to be side by side and at race speed by the time the green flag is thrown at the white line in turn 4. Failure to start the race as intended can result in penalties to one or both of the front row cars.
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. The pace car will pick you up out of turn 4. On a re-start, no passing until the green flag is thrown. Attempting to pass to the left before the start finish line will be a stop and go penalty. **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' around the pace car and get a lap back
  - 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.
  - e. All starts will take place at the designated line. The p1 car will gradually increase speed after passing the initial line bringing the field with them. The field is expected to be side by side and at race speed by the time the green flag is thrown at the white line in turn 4. Failure to start the race as intended can result in penalties to one or both of the front row cars.
10. **RED FLAG:** Stop behind the pace car. Pits are closed. 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 and the air horn has sounded. 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.



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**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. \_\_\_\_\_



