2026 Late Model Rules

The Guidelines and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These guidelines shall govern the condition of events and participation therein. They are intended as a guide for the conduct of events and are in no way a guarantee against injury or death to a participant, spectator, or official. The Director of competition, or his authorized designate, shall be empowered to permit minor deviation from any of the guidelines and or regulations herein, or impose any further restriction, which, in his or her opinion, does not alter the purpose of the organization. Deviation of these guidelines and or regulations will be the responsibility of officials, whose decisions are final.

Management may change any rule at any time in an effort to reduce the cost of racing, maintain equal competition, or improve safety.

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1. SAFETY EQUIPMENT

1A. *SEATS* - Approved aluminum driver's seat required. Seats may also be Carbon Fiber or Carbon Composite or others. This should not be used as a weight saving measure. Seat must be fastened to frame/roll cage with minimum 3/8" grade 5 bolts and oversized washers and located to give adequate distance from driver's arm to door bars. Shoulder supports on right and left sides of seat and head support on right are required. Full containment seats are recommended. The Lajoie seat where construction is such that rib supports are not required .Seat may not protrude outside 4 point upright or top cage halo. Seats must remain "as purchased and produced", no holes or other modifications made for weight reduction. Seats must be equipped with left and right leg extensions, fully padded, running from the edge of the seat to the entrance of the foot box area. The area behind the driver's seat and in front of left rear trailing arm mount is strongly recommended to be plated with a minimum .090" thickness steel plate, measuring a minimum 10" inch tall by 12" inch wide. Plate must be securely welded or bolted into place to frame / roll cage. SFI 39.2 rated seats like to be required in future years.

1B. SAFETY BELTS-Belts must be manufactured within 3 years of event date or newer, or expiration date later than event date. All seat belt and shoulder harness systems must be SFI specification 16.1, type Y-type shoulder belts are not approved for use. A minimum five-point harness system is mandatory. Competitors using the HANS device may use a standard three-inch (3") or the Schroth racing or equivalent two inch (2") wide shoulder strap. Schroth Racing shoulder strap system has been specifically designed for use with the HANS device. Schroth part numbers are profi iii-6fh; hybrid iii-h; profi iii-6h. Shoulder harness belts shall not be mounted lower than the shoulder line of the driver or 10 degrees. Belts must be anchored to roll cage or frame. Grade "5" bolts ½" min diameter required. Six-point belts (double crotch strap) are recommended. No Cam lock systems permitted

1C. FIRE SUPPRESSION SYSTEM-A minimum five-pound (5) on-board fire suppression system is required.10# fire suppression with multiple discharge points is highly recommended. Cold Fire systems recommended for cockpit usage. Must have gauge in view and must be fully charged. Cockpit must be completely sealed off from engine compartment and fuel cell. Roll bar padding required around driver; Recommended: Fire retardant padding.

1D. LEFT SIDE WINDOW NET-Left side driver window net is mandatory. Construction must be web-type safety net with mechanical release. Net bar must be a minimum of .1875-inch (3/16") flat steel or .375-inch (3/8") round stock and run the entire length of the window net between mounting points. Mechanical release must be welded to the front or "a" pillar end of the bar. Spring-loaded releases are not approved for competition. Driver net must be secured in place and centered in the door area and must be secured to the upper roll cage horizontal member. Window nets must drop down. Must latch on top. Ribbon style net highly recommended with a minimum size of 16"x18"

1E. DRIVER'S ATTIRE- Complete approved fire retardant driving suit designed for racing along with fire retardant gloves, and shoes required. Eye protection and a Snell SA-2020 (SFI 38.1) or newer helmet required. Snell "M" or D.O.T helmets not allowed. Use of head and neck restraint devices is highly recommended. Approved head and neck devices are the HANS device, LFT Technologies R3, Simpson and the Hutchens ii device. Officials will inspect items related to safety, but ultimately it is the responsibility of the driver to monitor, maintain, and update his safety equipment.

1F. CARBON FIBER **-**Carbon fiber for safety use only in Seats, Helmets & Hans Devices. Carbon Fiber is not allowed for dash, panels, duct work, bolts, brake ducks, brackets, braces, or anywhere else on or in the car.

2. BODY

2A. Five Star Next Gen, Original ABC body configuration are approved and must be mounted in accordance with The Five Star Referee specifications and allowances. Original ABC body configuration rules apply, unless otherwise stated. The Five Star Referee will be the official method of body measurements including tread width. Refer to rulebook body guidelines posted at http://www.fivestarbodies.com No attempt to get any aero advantage allowed, panning of nose or sides, windows, side skirts, noses, tail panels, etc. are not allowed. Five Star Bodies or flat 12 inch side vent windows only, 3 window braces front and 2 rear window braces required, and must be approved. Clear polycarbonate quarter panel windows with a minimum thickness of .090 inch must be used in all cars. No cutting, lightening, or excessive trimming around windows or drilling of holes in any body panels or windows to exhaust air. No panels allowed to extend tops of doors, add to The Five Star Rules measurement “A" Must be a minimum of 11.5 inches and nose measurement must be 20 inches minimum from hood to bottom of the nose at all times. Right side door inner panel must drop down from the door and must be official approved. Rub rails of 1” square tube allowed, mounting must be within 3” of ends & ends must be tapered and capped, Five Star Lexan rub rails also allowed. Tint of any kind will not be allowed on rear window or spoilers. Titanium bolts, brackets, braces, are not allowed. ***A Sunset policy on existing cars with a Non-Approved ABC Body is in effect, the compliance date of April 1, 2026 has been set.***

2B. BODY-PANNING: Panning of nose, sides, windows, tail panels, etc. is not allowed. No louvers or vents in the fenders, doors, or quarter panels. No fins, vortex generators, vei rtical lips, wicker bills, or wings will be allowed. Panning under car in the form of weight trays will be allowed. Weight tray panning may start at foot box and only run to back of driver’s area (cockpit) and must remain inside frame rails.

2C.NUMBERS: Numbers at least 18-inches high required on both sides and on the roof. Roof numbers to be readable from the left side of car. Six inch high numbers in top right corner of windshield also required. ***2D.BUMPERS-***No Aluminum bumpers front or rear, must be minimum 1-1/4 in OD, 0.065 in Wall, Steel. ***2E.RIGHT SIDE DOOR BAR-***Right Side Door Bar Assembly must be minimum 1 1/4" O.D. x .065 Wall Steel only. No Aluminum door bar allowed.

2F.SPOILER-All spoilers will have a minimum 3/16" thick clear polycarbonate blade with no lettering. **2G.SPOILER ORIGINAL ABC BODY-** A maximum width of 60” measured across back of spoiler and maximum blade height of 5”. Spoiler must be centered on bumper cover with each blade measuring maximum of 29-3/4”with a minimum 1/2 inch to maximum 5/8 inch split in the center to accommodate the centerline template, tape or inserts may be used to cover this opening at any time but must be removed upon request by tech staff in order to conduct a proper template inspection.

Minimum spoiler angle is 55 degrees. Rear bumper cover; top height 34-7/8” max at base of spoiler on centerline; max spoiler height is 40”on 4” blocks. Rudders or forward mounted brackets will not be permitted.

2H. SPOILER ABC FIVE STAR NEXT GEN BODY- A maximum width of 64.5" measured across back of spoiler and maximum blade height of 5". **90° SPOILER 11002-47379 70° SPOILER 11002-47377.**
Minimum spoiler angle is 55 degrees. Rear bumper cover; top height 34-7/8" max at base of spoiler on centerline; max spoiler height is 40"on 4" blocks. Rudders or forward mounted brackets will not be permitted.
2I. Cars will be placed on 4" blocks to confirm correct height of body components and fuel cell height.
2J. Standard opening for the grill screen area only as approved for ABC manufacturers' production, must be maintained at all times. Only ABC approved manufacturers' mesh screen may be used for the radiator opening in the nose with a minimum of 3/16" stainless mesh.
2K. Taping of the brake ducts, hood, and rear spoiler are allowed during qualifying and any racing event.
Any Taping of the grille screen(Full coverage allowed) is ONLY allowed during qualifying unless otherwise specified by officials for a particular event.
2L. Air intake boxes are permitted for the carburetor with cowl inlet only. The back of the cowl induction box must be flat or must be stock Five Star or AR part. No additions to or devices for directing the flow of the air into the air cleaner or air cowl intake box are permitted. You may not grab or funnel air into air intake box in any fashion. No type of forward air intake allowed. Air cleaner is mandatory to act as a flame arrestor. No additives allowed in air filter.
2M. Duct work between the nose and the radiator may be no wider than 29" at any point and also must not be any wider than the radiator at its connection point. The duct work shall consist of a one piece flat or curved bottom panel and the sides and top panels may be either flat or curved construction. The smallest (narrowest) vertical dimension point of the side panels is 4 ¾" in height and the narrowest across dimension of the top panel is 21 ¼". The interior of air box between nose and radiator shall be clear of any added devises or obstructions that interrupt deflect or obstruct incoming air to the radiator. Openings for brake cooling ducts are permitted off of the sides of air box but may not extend into interior of duct work. A Five Star C-5 air flow plastic duct or Bump-N-Run bag product or AR Body EZ Max plastic duct system may be substituted in lieu of conventional aluminum duct work. No Carbon fiber allowed in this process. No types of under-body air deflectors allowed. Bottom air box panel for radiator duct work must attach to the bottom front edge of radiator area and not contain any air scooping design as to direct air into radiator bottom area. Approval of any design of air box duct work shall be the decision of tech officials and/or competition director. No Carbon Fiber radiator ductwork.

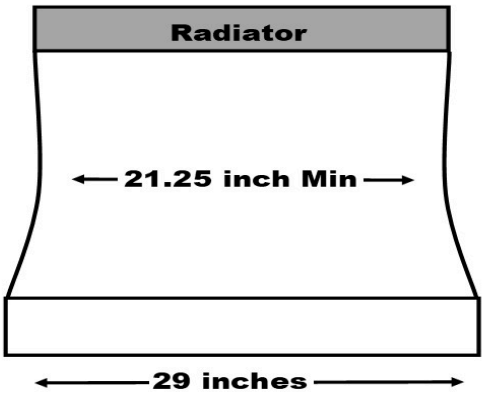
See Illustrations Next Page


FIVE STAR
RaceCar Bodies

APPROVED SIZING FOR NOSE TO RADIATOR AIR DUCT BOX

SIDE VIEW

TOP FRONT VIEW



APPROVED FIVE STAR & AR AIR DUCT MANAGEMENT PRODUCTS

3. TRACK WIDTH / WHEELBASE

3A. Maximum track width 66", (center of wheels)using Five Star referee on outside bead of wheels at center of spindle/hub height as car comes across scales after an event.

3B. Minimum 102" wheelbase required on both sides. Less than 102" not allowed.

3C. The wheelbase difference from left to right may not exceed ½ inch.

3D. The Five Star Referee is the official device of measurement

4. CHASSIS

4A.Tube or stock stub allowed.

4B. Chassis must have driver's foot protection bar (Martin bar) and left side foot protection plate minimum sized of 9 inches high by 12 inches long and be no less than .090 inch thick minimum. Left side martin bar must curve into and connect to the left front sub frame upright behind left front tire area.

Absolutely no straight blunt ended martin bars are allowed.

4C. Tow hooks on front and rear required.

4D. Weight tray panning may start at foot box and only run to back of driver's area (cockpit) and must remain inside frame rails.

4E. Chassis/frame construction must be approved for competition use. Any non-conforming or unapproved construction will require changes that are acceptable to meet safety standards**.**

5. ROLL CAGE CONSTRUCTION

5A.-The following is the minimum specification requirements for roll cage construction for competition. Officials reserve the right to sonic test any or all, structural chassis members at any time during an event. Structural chassis member(s) found in violation of minimum requirements render that chassis ineligible for competition until minimum standards are met or exceeded. Drilling holes to lighten any part of the body, chassis, suspension or bolts is not permitted. Only steel round; rectangular or square tube is approved for roll cage or chassis construction of any main or supporting substructures. Wall thickness; size and/or diameters are specified where necessary. A four-point (4) roll cage structure utilizing a minimum 1.75- inch x .090-inch (1-3/4"x.090") diameter DOM. steel tubing is mandatory. The entire structure must be welded to the primary frame structure with a minimum of four (4) horizontal driver side door bars and a minimum of three (3) right side diagonal bars. A minimum of 2" x 3" x .095" wall steel tubing is mandated for main frame rails. Main frame rails are identified as midsection rails. Main frame rails and side rails must be located within the normal tread width of the car and must be a minimum outside to outside width of 50 inches. A minimum of 2" x 3" x .083" wall steel tubing of solid continuous metal for front clip rails. Rear clip and kick-up rails need to be a minimum of 2"x2" square x.083" wall steel tubing of solid continuous metal**.** Roll cage structure must be braced to the front frame stub, with the hoop section surrounding the engine compartment; running rearward with diagonal member's connection to the rear frame section. Nose, right side kick outs and rear bumper cover supporting structures must be a minimum 1.250-inch x .063- inch OD steel tube. No material substitution permitted, no aluminum allowed on the structure of the chassis. The dash bar running between the 2 front roll bar legs must be one continuous bar,1 ¾ OD. X .090 wall thickness minimum with no bends and have a minimum height of 16 ½ inch above frame rail tops. The roll cage halo must be made from DOM tubing 1-¾ by .090 wall thickness minimum, must be minimum height of 38 inches off frame top, have an outside to outside minimum length of 28 inches front to rear and an outside to outside minimum width of 25 inches from side to side. Halo must remain parallel within 1 inch of main frame rails. Floor pan under driver must be heavy-gauge steel. 1/8" protector plate in front of left rear trailing arm required (or may be boxed).

5B. DRIVER SIDE DOOR PLATES

1. Left side driver support bars and plates are mandatory, no drilling for lightning allowed
2. No material substitution is permitted.
3. All support bars and plate installation is subject to approval. Solid filled from A-B post.
4. All plates must be minimum .090 Steel or add 10#'s for non-compliance, sonic testing used

See options listed below Plan A or Plan B

Plan A – **minimum .090 solid steel plate** bolted or welded securely to the left side door portion of the roll cage. Doorplate shall be bolted to the roll cage using a minimum of six (6) each 3/8" (.375-inch) aircraft quality bolts and washers. Welding of the plate to the roll cage is allowed.

Plan B – minimum .090 thickness steel plate must be welded to the space between each left-side door bar. Offset chassis right side door bars commonly called the outrigger or the kick-up bar, must be constructed of a minimum 1.250-inch x .065-inch wall round or square steel stock. Front of outrigger bar must go to right front frame behind right wheel. All supporting substructure must be constructed of 1-inch
.063-inch wall round or square steel stock. No material substitutions permitted.

Illustration pictured below.

6. SUSPENSION

6A. Coil over type or conventionally mounted 5" spring type suspension only.
6B. No computer or hand operated controlled suspension.
6C. No titanium**,** Inconel**,** exotic materials, parts, or components allowed anywhere on racecar,
6D. No hollowed-out bolts of any kind on suspension components.
6E. Front suspension adjustment must be done from under the car or by lifting the hood.
No holes in the hood, fenders or other body parts from the windshield forward to adjust front suspension component(s)
6F. No suspension adjustment devices are permitted in the driver's compartment area or in reach of driver at any time in car. Weight transfer or suspension adjustment devices, adjustable while the car is under way are prohibited.
6G. Rear suspension must be Non-independent, live axle type only.
6H. Remote rear suspension adjusters are permitted when accessible through the rear window. A Maximum of three (3) one-inch (1") diameter holes are permitted in the rear window. Each hole can allow access to one adjustment device only. No adjuster may extend forward of the rear window area.
6I. Rear suspension must be solidly mounted (Heim Joints only-no rubber bushings), 3 or 4 link only. No 5th Coil Suspensions, No birdcage set-ups or spring-loaded/hydraulic suspension device, rear stabilizer bars or lift bar suspensions. Senneker Type T-arm assemblies or bridge kits are not allowed. Trailing arms must mount to rear end in a solid fashion, No part of the trailing arm mounting may freely rotate around the rear end, must be welded or bolted in place. Trailing arms mounting behind the driver must have a 1/8" steel protection plate protecting driver. No cantilever, wishbone, or torsion type suspensions maybe used.

7. SPRINGS & SHOCKS

7A. Springs must be magnetic steel, with a minimum 2.5" diameter and minimum 8" height, with maximum retail price of $150. No Progressive springs.
7B. One (1) shock and one (1) spring per wheel is permitted.
7C. Shocks must be steel or aluminum bodied, non- adjustable.
7D. Manufacturer's components for shock brand, model & series must be used with no modifications, valving optional.
Approved Shock List for Competition
AFCO Series 13T, R, S, 21 **ARS Series** 2000 Genesis, Series GSO
BILSTEIN Series SZ, SN,INTEGRA Series 431
PRO Series A, AC, TA Steel, PG,
QA1 Series 16, 21, 26, 50, 51, 5Q, 62, 6Q, 63, 67
KONI 30-SERIES 7325, 7436, 7499, 7647, 9325, 9436. (adjustable, non- rebuildable) mandatory 7" on the front and 7" or 9" on rear only, bump stop enclosed in KONI package will NOT be allowed.
7E. Rear shocks must have a minimum of 2" inches of travel (compression and rebound) in mounted position at height measured as car comes across scales after an event. Front shocks must have a minimum of 2" of travel in compression, 1" of travel in rebound, in mounted position at height measured as car comes across scales after an event.

7F. Post-race shock disassembly is the responsibility of the owner/crew chief. Bring tools or make arrangements.
7G.
No Bump-Stops/Rubbers, Compression/Rebound-limiting or Coil-Binding. No chains, bolts, straps, etc. **7H.** No electricity to the shock, and no shock may be adjusted by driver within driver's compartment.
7I. Spring rubbers are permitted and must be removed manually. 1 spring rubber(max diameter no greater than overall diameter of the spring) per spring. No removal devices may extend outside the body of the car or be accessible to the driver in the driver's compartment.
7J. Heating pads, cover and/or blankets will not be permitted over the shock absorbers.

8. SPINDLES & HUBS
8A. Steel spindle only allowed. Aluminum steering arm and ball joint mounts allowed.
8B. Aftermarket hubs required, no oil filled hubs allowed- must be greased bearing only, maximum MSRP $325. Wheel studs, 5/8" minimum diameter, must be long enough for threads to show on outside of lug nuts, lug nuts must be steel. No gun-drilled studs permitted.

9. STEERING
9A. Rack and pinion or steering box with center link style
9B.Quick release steering wheel required.
9C.Steering shaft must incorporate a minimum 2 U-joints and deflect force away from driver.
9D.Collapsible steering shaft recommended.
9E.No electric power steering units. No titanium steering components or hardware allowed.

10. REAR END
10A. Rear ends may be stock or rear spur type quick-change units with minimum 10 inch ring & pinion
10B. No open tube rear ends permitted.
10C. No Aluminum tubes allowed. Steel tubes only.
10D. Material used for rear end section is at the discretion of the team, hub pins must be steel.
10E. Maximum camber ½ degrees and measured w/the rear axle level.
10F. One-piece straight spline drive plates only.
10G. No titanium axle shafts, left side & right side axles must have the same
I.D. and O.D. with a minimum of 1.125 O.D. Magnetic Steel only, gun drilled axles allowed.
10H. Spool Type or Detroit Locker (ratchet type) Add 25lb weight penalty for ratchet. Max MSRP $819.95.
10I. Torque Sensing Gleason Torsen type differential are NOT Allowed
10J. All plugs (drain, inspection, etc.), must be safety wired, a $100 fine will be assessed.

11. BRAKES/ROTORS
11A. Cars must be equipped with functioning four-wheel hydraulic brakes. All brake lines must be fully visible for inspection at any time and must not be run thru the inside of any part of frame.
11B. Maximum 4 piston brake calipers. Steel or aluminum. **Maximum MSRP $265**
11C. Titanium brake components and or brake hardware is not allowed.

11D. No Thermal Lock Pistons allowed.
11E. No ABS units or brake recirculation systems, or floating caliper brackets.
11F. Brake wheel fans that fit between the hub and wheel are allowed, one per hub only.
11G. Electric blower motor fans or devices are not allowed.
11H. All air for brake ducting for front wheels must be taken from nose or radiator air box only, may not pull air from under car at any time, one duct allowed per front wheel. Air may only be directed to the brake rotors. Air may not be blown or forced onto the tire or bead.
11I. No hoses or holes through the interior sheet metal for drawing air to the rear brakes. Ducts to the rear brakes will not be permitted.
11J. One (1) mechanical brake pressure proportioning system to adjust front to front to rear bias, will be permitted. Electronic or remote-control devices will not be permitted.
11K. Fixed mounted Steel rotors only maximum diameter 12¼" rotors, no drilling permitted. No floating or self-centering rotors No carbon fiber rotors. Only steel rotors are allowed (no titanium).
11L. Electronic wheel speed sensors, power assisted braking systems or brake actuators not permitted.
11M. Liquid or gas cooling of the brakes will not be permitted.

12. TIRES

- **12A. TIRES-Approved Late Model Tire:** **Hoosier 1070** is the required tire and will be available at the track. Tire bank system will be utilized; Teams may add a maximum of 6 new tires to supply their initial tire bank and can add 1 new tire on the 3rd week of competition. Continue with adding 1 new tire per week of competition thereafter. 1 tire per event is earned by the competitor upon completion of the their longest race achieved-Consi, LCQ, or Feature. All tires used in competition(qualifying, heats, dash, feature, etc.), must come from that competitor's tire bank. One may qualify and race on any combination of tires from one's bank. Every earned tire is banked for the season and can be used at the discretion of the competitor, no "use it or lose it" guidelines. Tire bank follows the driver. Used tires presented for "race" use will be counted as banked tires. **New competitors** after the first event of the season may only add a maximum of 4 new tires and 2 used tires to begin their bank. If using 4 new tires in their first event, that competitor must start all races at the rear of the field. Any new competitor has the option to declare 2 new, and 2 used(TECH APPROVED with 3/32" or less depth) for the night's events. If new/used tires are declared then that competitor may start all races in their qualified position. ***All used tires to be run by a new competitor MUST be presented to tech BEFORE event practice begins and/or competitor enters the Speedway. Failure to do so will result in that competitor being scored as having 4 new tires, and will be starting all events in the rear of the field. If multiple competitors on a single event date have 4 new tires, the quickest qualifying time will start the furthest rearward and lineups will be figured from there.***
- ***ALL RACE TEAMS must fill out a Slinger Speedway Tire Card and have it handed in at tech before the car qualifies.***

Tire Chemical treatment of tires (softening) not permitted.

13. WHEELS

13A. Aftermarket made for racing, steel wheels required, and 15"x 10" inch size maximum.

13B. Wheel must be 5x5 or wide 5 pattern only.
13C. Minimum Wheel Weight 16 lbs. Steel Wheels only permitted.

13D. Bleeder and/or pop-off valve devices are not permitted, wheels will be inspected for hidden bleeders including the valve stems.
13E. Wheel Studs and Spacers: A minimum of five (5) lug nuts per wheel, minimum 0.625-inch (5/8") 15f. Solid steel nuts, showing a minimum of two (2) threads through the nut, must extend through the lug nut when clamping the wheel to the hub.

14. CLUTCH
14A. Performance grade stock or racing clutch permitted. Minimum diameter 5½", two-disk clutch min.
14B. No carbon fiber or poly clutches allowed.
14C. Bell housing must have an opening at bottom (to allow a clear view of clutch).
14D. Standard material clutches only. No Slipper or Centrifugal clutches allowed.

15. TRANSMISSIONS
15A. Standard type transmission with seven, eight, and nine bolt side cover. No top shifting transmissions.
15B. Transmission must have two forward and one reverse working gear plus a neutral position minimum.
15C. Internal clutch transmission (*Bert, Brinn, and Falcon*) allowed with a 50# weight penalty.
15D. No bottom load or quick change transmissions allowed. No Automatic transmissions will be permitted.
15E. No 5-speed or more transmissions, No 'in and 'out boxes allowed. Must be self-starting
15F. All plugs (drain, inspection, etc.), must be safety wired, a $100 fine will be assessed.

16. DRIVESHAFT
16A.The drive shaft shall be made of steel or aluminum only with a minimum diameter of 2.5". Carbon-fiber not permitted.
16B.Containment hoops (2 required), constructed of a minimum 0.1875-inch thick steel, are mandatory and the forward hoop Must be 4-5 inches minimum behind front yoke.
16C. Steel Drive shafts must be painted white.

17. WEIGHT/ENGINE PACKAGE COMBINATIONS
17A. All cars will be allowed up to a maximum left side weight percentage up to 58.0% & 51.0% rear
17B. Weights include driver, race ready with fuel on board.
17D. All weights are Pre-Race / with fuel allowance of 1/2# per lap post-race. After 40 caution laps 1/10 pound per lap will be allowed.
17E. All lead weights must be painted white, with the car number painted on each individual piece. All lead weights must be securely fastened with grade five ½ bolts minimum with washers and lock nuts. Any loss of weight from any car will result in a $100 fine. No Tungsten or similar weight allowed! All weight must be in solid blocks.

BASE WEIGHT	ENGINE	CARB	Notes	%
2650	**GM 602 Crate** #19258602 W/HEI Dist	Holley 650cfm 4bbl 4150 HP carburetor, part number 80541-1 or 80541-2	6400 RPM Chip	58% Left Max 51% Rear Max
2725	**GM Certified 604 Crate #** 88958604 or 19318604	Holley 650cfm 4bbl 4150 HP carburetor, part number 80541-1 or 80541-2	6700 RPM Chip	58% Left Max 51% Rear Max
2800	**Concept 10:8 to 1** Steel Heads Only	Holley-4412 500 cfm 2bbl	7400 RPM Chip	58% Left Max 51% Rear Max
2800	**Non-GM certified or Updated Crate 602 or 604**	Holley 650cfm 4bbl 4150 HP carburetor, part number 80541-1 or 80541-2	6400/6700 RPM Chip	58% Left Max 51% Rear Max
2800	**5.3 Cast Iron Block LSW**	Holley-4412 500 cfm 2bbl	7600 RPM Chip	58% Left Max 51% Rear Max
2800	Ford 302 Block See Note Below	Holley-4412 500 cfm 2bbl	7600 RPM Chip	58% Left Max 51% Rear Max
2825	**AFR Alum Head 10:8-**1 SS-1096-716 / 1095-716	Holley-4412 500 cfm 2bbl	7400 RPM Chip	58% Left Max 51% Rear Max
2825	**Wegner 5.3L sealed engine** Must have 20lb weight plates on each side of the block	Holley-4412 500 cfm 2bbl	7600 RPM Chip	58% Left Max 51% Rear Max
2850	**Chrysler over 362 CID**	Holley-4412 500 cfm 2bbl	7400 RPM Chip	58% Left Max 51% Rear Max

Unlisted engine packages will be handled on a case by case basis call ahead

Weight Additions	Weight
Ford 302 Block with 4” set-back	Add 25lbs
Internal clutch transmission	Add 50lbs
602/604 Crate 1-5/8 Carb Spacer	Add 75lbs
Concept engine .600” LIFT Hydraulic Roller Camshaft	Add 25lbs

18. COOLING SYSTEM

18A. Radiator mounted in front of engine, between frame horns.

18B. Fan protection required and overflow tank recommended.

18C. Water pump must be stock type in stock location. Electric water pumps are NOT allowed.

18D. Antifreeze is strictly prohibited and carries a $100 fine if found.

18E. Cooling system shall consist of any conventional system that employs the use of a standard radiator cap or caps. The use of any manual high pressurized (40+ psi)cooling systems with or without expansion surge tank is strictly prohibited.

19. IGNITION SYSTEMS

19A. All ignition systems must be 12 volts. Only one 12 volt battery may be used at any time, batteries must be securely mounted outside of driver’s compartment. All cars must have battery disconnect switch located within reach when standing outside the car. No magnetos. All ignition systems must have an operational rev limiter system. Only one ignition box allowed in car at any time. Car may be wired for dual boxes but must have only one box in car while on track. Box must be in clear view, mounted on right side of dash with dials to right window opening. Crane/Fast Ignition and JMS-Daytona sensors CD1 units must be kept complete with plate, coil, and box as a unit. Ignition boxes may be switched by officials from car to car or swapped with house ignition boxes at any time, Must be able to remove in five minutes. Approved Ignition boxes; Crane/Fast Ignition Hi-6rc p/n 6000-6700, 6000-6701, JMS-Daytona sensors CD1 p/n 6000-6701K MSD 6,6A,6T,6AL,6ALN,6CT, MSD 6014CT must only be used with the cast iron block coil pack engine package. Crane/Fast ignition box must use PS92N coil only. Any unlisted ignition systems may be approved for competition following inspection by technical officials. **Ignition must not be mounted within the reach of the driver**. All wiring inside driver’s compartment must stay out of reach from driver. Adjustment tabs may be sealed by Officials. Car side harness must match all factory connections per diagram below with no modifications to allow tech officials to test system. Teams will have 20 minutes to correct the wiring harness or face disqualification and/or fines. If you believe you have a problem please ask. Owner/driver must provide tools to remove part. Connector: the 6 wire harness must be 24” long maximum and have a female 6 pin, weather pack connector. Wiring of the system with a six pin weather pack approved style plug in.

a– Ignition switch 12v (small red)

b –Points pick-up (small white) brown gm boxes

c –Coil negative (small black)

d –Coil positive (small orange)
e –Green Wire to distributor
f – Purple Wire to distributor

19B. *BATTERY:* All ignition systems must be 12 volts. Only one 12 volt battery may be used at any time, Battery must be securely mounted ahead of rear axle and outside of driver's compartment away from fuel cell and lines. Battery disconnect switch required & must be located in center of driver compartment accessible to the safety team from the passenger side window. NO Voltphreaks Batteries

20. ENGINE SECTION: Officials retain the right to adjust weight rules to promote competition among motor combinations. All part numbers must remain on all engine parts & No engine parts may be composite.

20A. *ENGINE LOCATION*: GM engines must be located so that the center of the furthest forward spark plug hole is no more than 2" behind the front axle centerline. Ford and Chrysler allowed 4" engine set back except Ford 302 block allowed 4" set back with 25lb weight penalty or no penalty for 2" set back. Wegner Automotive Research 5.3L only, must be used as produced. Maximum 3 1/2" set back. ALL Engines: Oil pan must not be lower than bottom of cross-member. Options to correct are add to bottom of cross- member or raise motor.

20B. *LIMITED CONCEPT ENGINE*: Two valves per cylinder. No aluminum blocks or heads. GM & Ford - 362 CID maximum, Chrysler - 373 CID maximum. All engines must meet the following specifications regardless of manufacturer: OEM with factory valve angles or listed replacements. GM Bowtie numbers 14011058, 10134392, (casting number 14011034 and 12480034), World Products Sportsman II numbers 011150, 011250 & Dart Iron Eagle numbers 10110010-10220010 allowed. Ford 351N and 352N heads, World Products Windsor Sr. 053040 allowed. Chrysler 5249769, 4529446, LAX heads allowed. Minimum combustion chamber 62cc, maximum 2.02" intake and 1.6" exhaust valves both with minimum stem diameter of 5/16". Flat top pistons required. A minimum of zero deck height required. 10:8 to 1 maximum compression ratio. Connecting rods must be magnetic steel. Rod journal minimum diameter 1.900". Oil pan minimum depth 6.5". A 3/4" NPT inspection hole in oil pan required. Inspection hole must be located in line with second or third rod journal of crankshaft, on either side of pan and above sump area (oil level). Hole in windage tray in line with inspection hole required. Valve spring retainers are the only titanium parts allowed. No radius edge lifters. No solid roller cam/lifters. Flat tappet Maximum valve lift - .600" (measured at retainer). Hydraulic roller cam/lifters allowed Maximum lift of .575" (measured at retainer). OEM style rocker arm mounting required. Firing order may not be altered. Ignition system may not be computerized, programmable or have memory circuits. No magnetos, crank trigger, multiple coil or programmable ignition systems allowed. Production type steel crankshaft with normal configuration counter weights. No dry sump or vacuum systems of any kind allowed. External single stage oil pump allowed on Ford engines. OEM type, mechanical fuel pump, in original location, required. Chrysler engines add 20 lbs. for CID over 362. Intake Manifold: Edelbrock Victor Jr. 2975 (GM), 2915, 2920 (Chrysler), 2921, 2980**,** 2981 (Ford). Plenum and port configuration must remain as produced. No adapters/ spacers between intake and heads. If

Bee-Hive valve springs are used, the competitor will be required to switch to conventional style valve springs for post-race tech purposes.

20B.2. AFR aluminum heads model EVO-SS #1096-716 or #1095-716 permitted. All competitors must pre-register the AFR heads with Slinger Speedway tech officials. Casting numbers must be visible on all heads. Heads must be untouched and run as supplied by manufacturer except decking of the block mating surface, which will be allowed. Minimum combustion chamber 62cc, maximum 2.08" intake and 1.6" exhaust valves both with minimum stem diameter of 5/16. Port matching of intake manifold to a depth of 1.5" into runner allowed(on AFR head package ONLY).

20C. *INTAKE MANIFOLD*: Intake manifolds Edelbrock Victor Jr. 2975 for GM, 2915 or 2920 for Chrysler, and 2921, 2980, or 2981 for Ford. Plenum and port configuration must remain as produced from the factory with no alterations. No adapters/ spacers between intake and heads.

20D. *EXH*AUST SYSTEM (Non-Crate)* Mufflers are Highly Recommended.

Exhaust must exit behind driver.

****Rear exiting exhaust approved; if using rear exiting exhaust a single plane and flat L-shaped heat shield / support(s)**
must be used and made of minimum .065 thickness metal (steel only) and exhaust must terminate before the ASA fuel
cell bar.

Sound level must be less than 100 dB, must meet local & county ordinance requirements where measured. All exhaust highly recommended to exit under car to meet this requirement. Headers allowed on all engines; No Try Y headers will be allowed. No merge collectors. A header will consist of all parts inclusive to the final exhaust pipes. No one off or custom headers, No stainless, lightweight, Iconel or titanium headers allowed. All headers are subject to approval by tech officials. Stainless material for non-header/collector tubes allowed. Exhaust that exits from door must use commonly used door flange and be mounted flush with door.

20E. *GM 602 CRATE ENGINE*: (P/N #19258602) Engine must be used as produced from factory; Maximum 2" set back. Motor will be allowed one Holley 4 bbl 650 cfm carburetor #80541-1(with no modifications) One .070 single paper gasket allowed. The 602 Crate Motor will use the Holley 4 bbl. 650 cfm carburetor with No stepped, 180 degree or Tri-Y headers. Crate engine must run stock style HEI distributor with coil in cap. MSD Soft Touch Rev Control Part #018-8728 or 8727CT with a maximum 6400 rpm chip required. Box must be mounted out of reach of driver. Maximum compression can never be greater than 9.25:1. All crate engines may not be altered from factory specs. Any evidence of tampering with engine components will result in disqualification, confiscation, fine, and suspension for balance of season. Tech staff reserves the right to impound motors for inspection or dyno testing. No Ford or Chrysler crate

engines allowed.

20F. *GM 604 CRATE ENGINE*: (P/N# 88958604 or 19318604) Engine must be used as produced from factory; Maximum 2" set back. Motor will be allowed one Holley 4 bbl 650 cfm carburetor #80541-1 or #80541-2 (with no modifications) One .070 single paper gasket allowed. All crate engines may not be altered from factory specs and must use a 6700 RPM chip; maximum compression can never be greater than 9.75:1. Any evidence of tampering with engine components will result in disqualification, confiscation, fine, and suspension for balance of season. Tech staff reserves the right to impound motors for inspection or dyno testing. No Ford or Chrysler crate engines allowed.

20G.*UPDATED GM CRATE ENGINE*: Crate engine with any or all of the following updates or any non- certified/approved rebuilt crate engine will have a base weight of 2800lbs. Specific updates are; 1.6 rocker arms, Small Harmonic Balancer, tapered or beveled 1 5/8" tall carb spacer w/gaskets. Maximum compression can never be greater than 9.7:1. And must use a 6700 rpm chip.

20H.*CRATE HEADERS*: GM 602 Crate cross over header Schoenfeld 135CM2 Part#: 007135CM2; GM 604 Crate cross over header Schoenfeld 135CM Part #: 007135CM are recommended for competition; with a maximum collector size of 3". Max MSRP of header $499.00. No Try Y headers will be allowed. No merge collectors. No one off custom header allowed. Sound level must be less than 100 dB, must meet local & county ordinance requirements where measured.

20I. REV LIMITING CHIP CRATE ENGINE

The use of a Rev Limiting Chips will be used; GM 602 Crate will be limited to 6400 RPM's and GM 604 Crate engine will be 6700 RPM's. Officials may change chips at random and may check chips at any time. All wiring must be sealed. No unplugged wiring. All ignition boxes must be mounted on the passenger side, in plain view, and out of reach of the driver and all wires to the distributor must be run separately and not part of a bigger loom or wiring harness.

20J. *LS 5.3L SPEC ENGINE (WEGNER)*- All LS 5.3 engines must add 40lbs of weight to engine block area; 20lbs of weight on each side of the block either bolted to the block or the inside or outside of the front stub in line with the center of the block. All LS 5.3 spec engines must be rev-limited to 7600rpm with a MSD/Crane type ignition box. Engine is subject to same inspection procedures as other engines. LS Spec Engines must use Holley 4412 500 cfm 2 bbl carb with 1" spec carb adapter plate manufactured by Wegner Automotive P/N#WA0349

20K. LS 5.3L CAST IRON BLOCK SPEC ENGINE

CAST IRON GM 5.3L BLOCK - BORE SIZE 3.810 MAXIMUM STROKE 3.622 - COMP RATIO 11:1

GM CATHEDRAL PORT HEADS 60CC (Casting #'s 241,243,317,706,799,852,853,862,873 allowed) (PORTING ALLOWED ON CLYINDER HEADS)
VALVE SIZE 2.02 IN / 1.60 EX (NO TITANIUM VALVES)
VALVE SPRING 1.32 MAX DIAMETER (Titanium Retainers ok)
CAMSHAFT HYDRAULIC ROLLER CAM /LIFTERS .637 MAX LIFT (measured at retainer). ROCKER ARM RATIO 1.7
CRANKSHAFT GM CORVETTE OR EQUALIVANT 50LBS
MINIMUM CONNECTING RODS 6.125 STEEL 600 GRAMS
MINIMUM PISTONS FLAT TOP ONLY
INTAKE MANIFOLD HOLLEY #300-132, ELDELBROCK #2908, OR GM #88958675 CHAMP OIL PAN LS1100
MSD 6014 CT IGNITION (TIMING MUST BE THE SAME FROM 3500-7600 RPM) RPM LIMIT 7600 (ALTERNATOR ALLOWED)
HEADERS SCHOENFELD 36VYLS1-3
CARBURATOR HOLLEY 4412 2-BBL (SEE CARB SPECS RULES)
1-5/8" CARB SPACER MAX WITH GASKETS, STRAIGHT OR TAPERED BORE. MUST NOT EXTEND DOWN INTO INTAKE PLENUM**.** SPACER GASKET MAX THICKNESS .070
FRONT DRESS IS F BODY GM (2002 CAMARO 5.7 AS EXAMPLE)
MUST USE WATER PUMP AND PULLEYS, & SERPENTINE BELT FROM FRONT DRESS IS F BODY GM (2002 CAMARO 5.7 AS EXAMPLE) ATI BALANCER #917000 & HUB #916039

21. CARBURETOR**:** The Holley Ultra Series is Not Allowed.

21A. All Non-GM Crate Motors will use **Holley 4412 style 2bbl** approved carburetor.

21B. The Holley Aluminum (Part#0-4412CT) 500 cfm carburetor is now approved for competition.

21C. All GM 602/604 Crate Motors use Holley 650cfm 4bbl 4150 HP carburetor, part # 80541-1 or #80541-2, All 4 barrels of Holly 650cfm must be fully operational at all times, no secondary's disconnected. One .070 paper gasket allowed.

21D. All carbs must pass all gauges and specs.

21E. Double throttle return springs mandatory.

21F.Holley 4412 Carburetor Rework Guidelines: Body of Carbs: No polishing, coating, grinding, or drilling of holes allowed. Gasket surfaces may be machined for improved sealing. The choke may be removed, but all screw holes must be permanently sealed. Choke horn may not be removed. Boosters may not be changed including no additional holes. Height, size, and shape must remain standard and unaltered. Venturi area must not be altered. Casting ring must not be removed. Base plate must not be altered in shape or size. Butterflies: Must not be thinned or tapered.

- Screw ends may be cut even with shafts, but screw heads must remain standard. Throttle Shafts: Shafts must remain standard and must not be thinned or cut in any manner. Holley 4412 HP metering block is allowed but cannot have any additional fuel passages drilled and or plugged. Standard 4412 metering block may be drilled/plugged, but can only have a total of 3 emulsion holes per side of block, must remain stock appearing for carb style, no aftermarket blocks permitted. Any attempt to pull outside air other than straight down through the venture is not permitted. Jets may be changed. No dial-a-jet devices. No addition of any material, such as epoxy, may be added to carb or parts except to seal vacated external screw holes. Epoxy allowed on boosters of 4412-2 bbl. at main body only. GM 602/604 Crates Motors use Holley 650-HP P/N 80541-1 No modifications or epoxy on boosters and no adaptor plate allowed. One .070 paper gasket allowed.

21G. No fuel injection systems of any kind allowed.

22. CARB SPACER RULES:

22A. LIMITED CONCEPT ENGINE: 1-5/8" max thick w/gaskets. Original orientation required, adaptor may not protrude into plenum of Intake Manifold. Adaptors are one piece only. Straight bore Tapered or Beveled Adapters Allowed.

22B. LS 5.3L WEGNER SPEC ENGINE: Must use 1" spec adapter plate by Wegner #WA0349 Maximum Gasket thickness .070

22C. LS 5.3L CAST IRON SPEC ENGINE: 1-5/8" max thick w/gaskets. Original orientation req uired, adaptor **may not protrude into plenum** of Intake Manifold. Adaptors are one piece only. Straight bore, Tapered or Beveled Adapters Allowed.

22D. 602/604 CRATE ENGINE: 602/604 Crate engine may use 1-5/8" max thick w/gaskets. Original
orientation required, adaptor **may not protrude into plenum** of Intake Manifold. Adaptors are one piece only. Straight bore, Tapered or Beveled Adapters allowed with 75# weight penalty.

23. AIR FILTER

23A. Air filter is mandatory to act as a flame arrestor.

23B. No additives allowed in air filter.

23C. Maximum diameter for air filter is 14" x 4" tall

24. FUEL CELL/ FUEL PUMP/ FUEL

24A. FUEL CELL: A Fuel Cell is mandatory with a 22-gallon (U.S.) maximum capacity complete with a rubber style interior bladder recommended, full foam baffling inside and must have a functional roll over check valve ball and or safety flap system. Teams are responsible to verify that fuel cells and bladders are up to date and in good condition. An in-line fuel safety shut off valve (SRI #FPF-FSV or OBERG #SV0828) at the point the fuel line exits the cell and before fuel filter are highly recommended. The use of "U" style fuel cells or

non-standard-shaped fuel cells are prohibited.

24B. FUEL CELL MOUNTING: Fuel cell must be behind rear axle and between frame rails with a minimum of ten inches (10”) ground clearance, fuel cell height measurement based with chassis up on 4” blocks front & rear. Fuel cell can is to be no closer than 2” to the back of the rear end. Fuel cell must be mounted utilizing a front and rear cross member configuration with a minimum 1" x 1" 0.095 wall thickness square steel tubing. Cross members must be bolted thru the frame or fuel cell mounting brackets that have a minimum thickness of 1/8 inch (0.125"). Cross members must be bolted thru the frame or fuel cell mounting brackets that have a minimum thickness of 1/8 inch (0.125"). Cross member mounting bolts minimum of 3/8” and will be inspected for quality. All fuel cells must be protected with top and bottom frame support bars and the lower rear protection bar extending below fuel cell.

24C. ***Fuel Cell Can Containers made of 1/8 inch sheet steel are strongly recommended.*** All fuel cell cans must be magnetic steel with one-inch lip being a one piece design. Top cover must be made of magnetic sheet steel not less than 22 gauge (0.031" thick) and bolted to the bottom container with a minimum quantity of 14, grade 5, 1/4 inch bolts, with flat washers on top and lock nuts or lock washers and nuts on the bottom, cell must be banded on top both ways with two steel (1” x 1/8”) straps in each direction. (No aluminum fuel cell top covers allowed period)

24D. ***Fuel Cell Protection Plates:*** Cars without a 1/8” thick steel fuel cell container are to be incased in a container not less than 22 gauge .031 thickness magnetic sheet steel and required to have full steel protection plates no less than 13 gauge (0.090 thick) mounted securely thru welding or bolting to the outside of frame rails on sides and rear in an approved manner to cover the entire height and width of fuel cell container used. Also required is a front protection plate between the fuel cell container front side and the rear end cover. This said plate must be full width and height of fuel cell container, no less than 0.090" thick magnetic steel or 0.125" thick aluminum and securely fastened in an approved manner to the front fuel cell container mounting cross member, cell must be fully banded the entire height and width of container and attached to the mounting plate. All fuel cell mounting and banding subject to Tech Inspector approval. **Add 25#’s for non-approved 1/8” steel**.

24E. Fuel Lines must be Aeroquip type or equivalent; routing must be outside of cockpit and protected from damage.

24F. **Fuel Filler** must be accessed through deck lid; filler spout may be extended, but not connected to bodywork.

24G. Fuel: 110 Octane maximum allowable race fuel, Fuel samples may be taken at any time and tested. Alcohol, nitro- methane, nitrous oxide, other oxygenating agents, or other additives and/or fuels that contain masking agents or oxygen are not permitted. No Coloring additives. Use of such substances or additives will result in immediate disqualification. Ethanol (E-85) is not allowed.

25. ILLEGAL EQUIPMENT: No Data Logging gauges or Data recording/acquisition equipment are allowed. No computer or video analysis equipment of any kind allowed. No Super chargers; turbo charger; nitrous or other injection systems; pressure or electric fuel systems; dry-sump systems; external oil pumps; on board data gathering or timing devices, ABS units, traction control devices, of any kind are not allowed. No titanium, magnesium, carbon fiber or tungsten products. No digital gauges (including tach) no electronic monitoring computer devices capable of storing on transmitting

information except memory recall analog tach. Cellphones, smart watches or Bluetooth devices will not be allowed in racecar at any time. All wiring must be visible for inspection. No Speed Sensor allowed.

***26. RADIOS*:** All drivers must have a spotter in the designated spotter area during all racing events if utilizing radios. Spotter required identification of car number on back of his/her shirt.

27. RACEceivers: Raceceivers are mandatory for Race Director Communications frequency is 454.000

28. TRANSPONDERS*:* Transponders are Mandatory, and located 8" forward from center of rear axle. Transponder are available for rent at the track pit gate.

30. TEAM DRIVING: Not Allowed.

31. LOCAL TRACK VISITING EXCEPTION: Cars from local neighboring tracks/series that have similar but differing rules, and/or similar performance, may be allowed to participate during the season in the interest of welcoming competition. These cars may be granted temporary eligibility status for one week at the discretion of officials on a case-by-case basis ***BEFORE*** competing, for eligibility and rule book conformity.

32. TECH INSPECTION: All cars are subject to inspection ANYTIME before, during, or after a race; Officials reserve the right to disqualify cars, require changes, or impound illegal parts. Any interference with any official(s) and his/her duties will result in an automatic disqualification, and/or possible suspension. Any driver/owner refusing to allow the track officials to inspect his car will lose points and money earned for the night. Driver must provide their own tools for inspection.

33. PENALTIES:

See General Procedures

Management and staff of Slinger Speedway reserve the right to suspend and fine any driver, team member, or car owner for violation of track rules, policies, or procedures. All modifications from stock must be allowed by the rule book or be expressly approved by the tech staff to be legal.

Merely being overlooked during the inspection procedure does not imply legality. Management has the right to confiscate any item that is in violation of the rules of competition or the intent thereof.

34. PROTEST FEES

34A.TEAR DOWN CLAIM BUILT MOTOR: For a fee of $500 any Late Model class driver may request to have the head, intake, exhaust, and carburetor removed for inspection. If found legal, $300 is awarded to the one inspected with $200 retained by the officials. If illegal, the fee is returned to the protester and the violator forfeits all money and points won that night. Officials can require valve covers, distributor, intake, carburetor, and heads be removed and inspected for compliance. If components are found to be illegal they can be confiscated by officials, plus driver is subject up to a $1000 fine for reinstatement and suspension for up to one calendar year. Tech Staff reserves the right to perform any of the above mentioned with no protest fee posted.

34B.TEAR DOWN CLAIM 602/604 CRATE: For a fee of $500 any Late Model driver in competition that night may request to have the 602/604 crate cam lift checked, valve springs rated, compression tested, distributor removed and inspected for compliance and carburetor of another competitor be removed for inspection. If found legal, $350 is awarded to the one inspected with $150 retained by the officials. If illegal, the fee is returned to the protester and the violator forfeits all money and points won for that night. If components are found to be illegal they can be confiscated by officials, plus driver is subject up to a $1000 fine for reinstatement and suspension for up to one calendar year. Tech Staff reserves the right to perform any of the above mentioned with no protest fee posted.

34C. DYNOMETER TEST 602/604 CRATE: For a fee of $1000 any Late Model driver in competition that night may request to have a competitor's 602/604 crate engine pulled for dyno testing at Wegner Automotive. If found legal, $500 is awarded to the one inspected with $500 retained for Wegner Automotive. If any GM crate motor is deemed illegal, seals, cam, heads, compression and or horsepower rating the fee is returned to the protester and the violator forfeits all money and points won that night plus is subject up to a $1000 fine for reinstatement and suspension for up to one calendar year. Tech Staff reserves the right to pull any engine to be dynamometer tested to determine its compatibility with the intent of the rules without a protest fee posted.

35. Miscellaneous Officials/Provisional/POWAR/Contacts

SLINGER OFFICIALS have FULL AND FINAL decision on all races. ALL rules are subject to change by track officials or promoter. If a car/driver is disqualified, the remaining cars will be moved up in finishing positions. Track Officials will review all decisions and reserves the right to amend the finish in the event of an error. All cars are subject to inspection by track officials at any time whether safe or unsafe to complete. Promoter will make final decision whether legal or illegal. If a car fails post qualifying inspection, the car will start in the back of the slowest race.

To be eligible for special event awards and/or any contingency awards you must be a Slinger Speedway member and meet all specified requirements. All drivers must compete in 80% of weekly shows and purchase a Slinger Speedway membership to be eligible for our annual point fund and contingencies. Slinger Speedway members will pay a reduced pit pass fee.

Late Model Provisional Option: One Feature provisional/per driver/per season is allowed. The driver must be a Slinger Speedway member and compete in at least 80% of the races to date with the highest in the current Slinger Speedway point standings having the first option. For the first five races of the season the competitor must be a member and raced in 80% of the races the previous season at Slinger Speedway with the highest driver in the previous season's final point standings having the first option. In the case of a tie in the point standings a coin toss will determine the outcome. It is the driver's responsibility to notify Slinger Speedway officials that he or she is using a provisional.

Slinger Speedway rulebooks are available to all competitors. Competitors are required to follow the rules and specifications as set forth in Slinger Speedways written rulebook. This rulebook is not intended to constitute a contract, but it is instead created for the safety of the driver's and\spectators and to establish certain standards and guidelines applicable to each division. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publication of, or compliance with, these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. Slinger Super Speedway reserves the right to make rule adjustments at any time to maintain competitive racing.

No consumption of alcohol in the Technical Inspection Area until all racecars have passed inspection. Driver responsible for the conduct of all crewmembers! Fines and points will be imposed to drivers. Slinger Speedway has the right to refuse entry.

NO burnouts, donuts, or careless driving on the Slinger Speedway logo. A $1000 fine will be assessed or you must repaint the logo.

POWAR LEVEL SUSPENSION: Any driver suspended from Slinger Speedway may also be suspended at all POWAR member tracks until suspension is served. POWAR is the Promoters of Wisconsin Auto Racing.

Slinger Speedway Auto Racing, Inc.

280 Cedar Creek Rd - Slinger, WI 53086

Track Office: 262-644-5921

Owner/Promoter: Travis & Kelsey Dassow slingerspeedwaytd@gmail.com

Director of Competition: Jeremy DeRuyter jd81k@yahoo.com

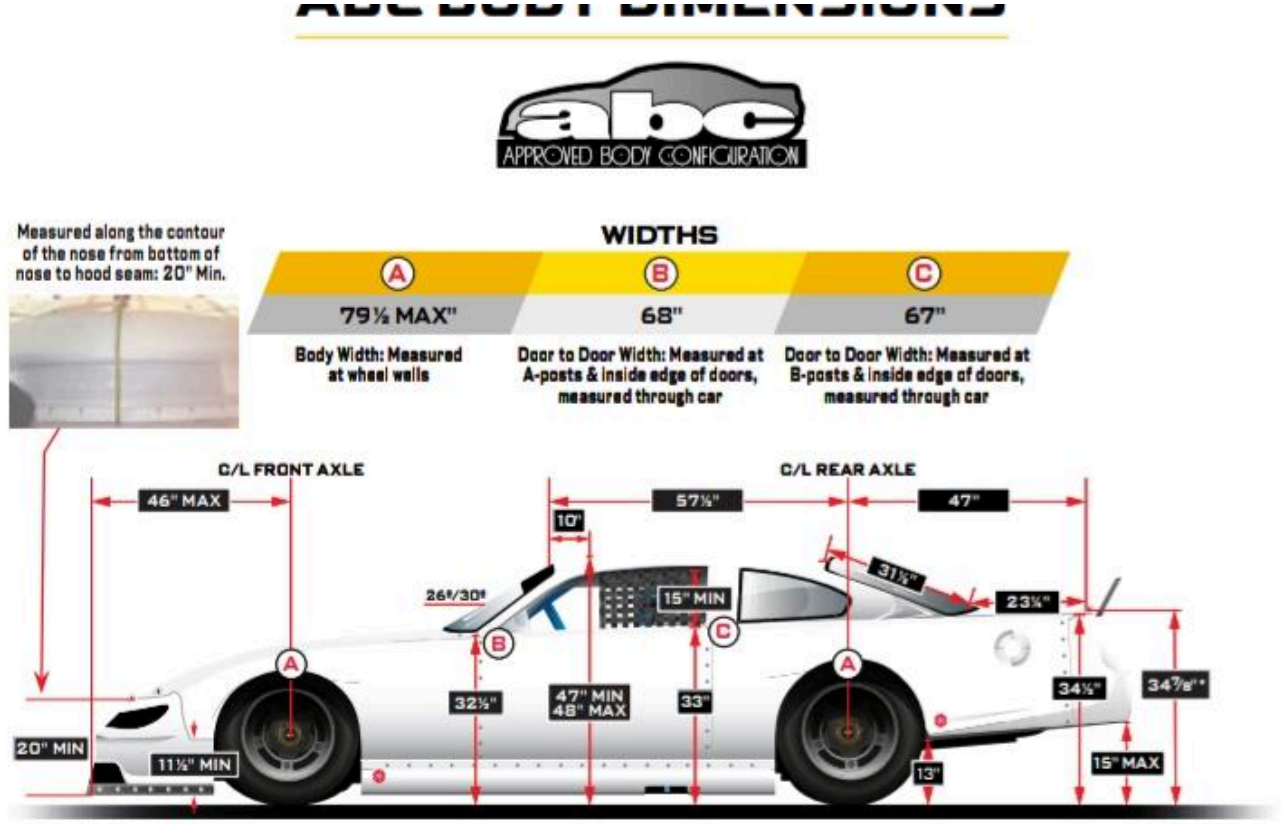
Tech Director: Derek Rehm rehm70@gmail.com

Website: www.slingersuperspeedway.com

Facebook Page for Competitors: Slinger Speedway Racers

https://www.facebook.com/groups/110086089115613 (be sure to answer the questions upon requesting access)

ABC BODY DIMENSIONS



CHASSIS	ROOF HEIGHTS	TREAD WIDTH	WHEELBASE
Offset/ Straight Rail	A 47" B 45½"	66" MAX	101-106"

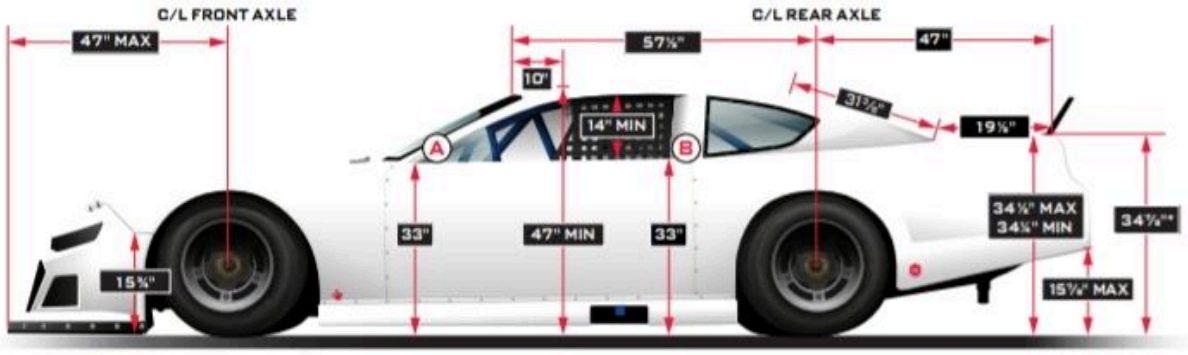
NOTES:

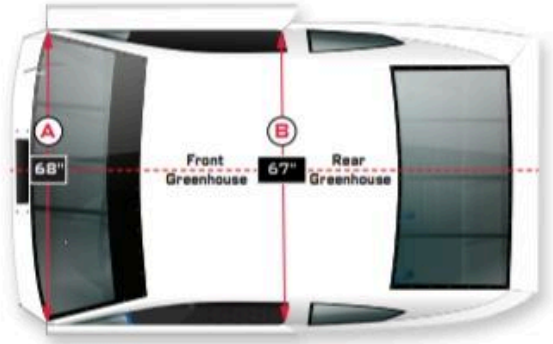
1. If the Roof Height (10" back from windshield), Door Height (rear), Quarter Panel, or Bumper Cover Height dimensions are higher than the stated minimum dimensions, all four must increase by the same amount.

APPROVED BODY CONFIGURATION NEXT GEN

WIDTHS

A	B
68"	67"
Door to Door Width: Measured at A-posts & inside edge of doors, measured through car	Door to Door Width: Measured at B-posts & inside edge of doors, measured through car





CHASSIS	ROOF HEIGHT	TREAD WIDTH	WHEELBASE
Offset/ Straight Rail	47"	66" MAX	101-106"

NOTES:

1. If the Roof Height (10" back from windshield), Door Height (rear), Quarter Panel, or Bumper Cover Height dimensions are higher than the stated Minimum dimensions, all four must increase by the same amount.

2. Must fit centerline template within allowable tolerance. *Measured at the seam of bumper cover at deck lid intersection, +/- 1/4"

3. *The front edge of the Fender and Quarter Panel behind the tire can not be more than 2" inward from the outside of the sidewall of the tire on both sides of the body.