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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.

INDEX:

1. Competing Models as Approved by Slinger Speedway
2. General Car Weight Requirements
3. General Car Requirements
4. Frame and Roll Cage
5. Suspension
6. Engine Requirements
7. Drive Train
8. Fuel System
9. Miscellaneous Equipment

Aftermarket header allowed add 75lbs updated 1/29/2026

Open to front-wheel drive automobiles provided they comply with, and adhere to, specifications as outlined for this class.

NOTICE:

ALL EQUIPMENT IS SUBJECT TO THE APPROVAL OF SLINGER OFFICIALS. NO EQUIPMENT WILL BE CONSIDERED AS HAVING BEEN APPROVED BY REASON OF HAVING PASSED THRU INSPECTION UNNOTICED. EFFORTS TO TAKE ADVANTAGE OF "LOOPHOLES" IN THESE RULES WILL NOT BE TOLERATED. ALL RACE CARS WILL BE SUBJECT TO INSPECTION BY TRACK OFFICIALS AT ANYTIME.

1. COMPETING MODELS AS APPROVED BY SLINGER SPEEDWAY

CAR ELIGIBILITY: Any American or Foreign made 1980 to **2015**, front wheel drive standard production automobile offered with a three or four cylinder EFI engine allowed. **Wheelbase must remain OEM for that make, model, and year of car +/- 1 inch. Maximum OEM wheelbase is 107-inches.** All reduced production/special application/performance cars are subject to additional requirements and/or limitations to ensure competitive equity. No Honda CRX, convertibles, T-tops, two seat, sports cars. All rear steer cars and special manufactured cars allowed only with prior approval. Driver/owner must complete a specification sheet at initial inspection. Chassis (VIN #, wheelbase, control arm lengths, etc.) and engine (engine #, bore-stroke, EFI info, camshaft, etc.) specs required.

1.2 Other Approved Models

Other models may be approved, provided they are of the same body configuration, meet the spirit and intent of competitive racing, and are approved by Slinger Official's. Slinger officials may approve these with additional requirements, weights, and limitations.

Aftermarket header allowed add 75lbs updated 1/29/2026

1.3 Identification and Marking

Officially issued numbers must be at least 20-inches high by 4-inches wide and neatly applied (paint or decals) to both doors. A number is required on the roof, readable from the right side, and must be at least 30-inches tall. Numbers, as large as possible, and in contrasting colors to the body, must be applied to the front and rear of the car. Metallic or holographic numbers are prohibited. Roman numerals prohibited. Duplicate numbers are discouraged. Cars with duplicate numbers will be assigned a letter to go with the number. If a letter is required with the car number, the letter must be at least fifty percent (50%) of the height of the number. **It is the responsibility of the driver to ensure that the scorers can read the car number. The car will not be scored until the number is corrected.**

Slinger reserves the right to assign car numbers, and to assign or restrict the display of graphics and advertising on race cars. Offensive graphics or slogans are not permitted. All Competitors agree to accept Slinger' official's decision in this matter.

Where required, participating sponsor's emblems or decals will be placed in the position designated by Slinger Officials. Cars that do not display all sponsor emblems or decals, may receive less prize money.

2. GENERAL CAR WEIGHT REQUIREMENTS

2.1 Car Weight

All car weights are with the driver as raced. No allowance for fuel burn off, lost parts. Weight will be taken as the car exits the track.

WEIGHT:

Cubic centimeters	Minimum weight
0 to 1599	2250 lbs.
1600 to 1799	2300 lbs.
1800 to 1999	2350 lbs.
2000 to 2299	2400 lbs.

Aftermarket header allowed add 75lbs updated 1/29/2026

2300 to 2399	2450 lbs.
2400 to 2500	2500 lbs.

Add 25 lbs. for engines over 120HP (subject to adjustment by management)

Add 50 lbs. for engines over 130HP (subject to adjustment by management)

Add 75 lbs. for engines over 140HP (subject to adjustment by management)

Add 100 lbs. for engines over 150HP (subject to adjustment by management)

Add 125 lbs. for engines over 160HP (subject to adjustment by management)

Add 150 lbs. for engines over 170HP (subject to adjustment by management)

Add 175 lbs. for engines over 180HP (subject to adjustment by management)

Add 200 lbs. for engines over 190HP (subject to adjustment by management)

Add 225 lbs. for engines over 200HP (subject to adjustment by management)

Add 250 lbs. for engines over 210HP (subject to adjustment by management)

Add 275 lbs. for engines over 220HP (subject to adjustment by management)

Added 75lbs for aftermarket header(approval subject to management)

Any engines over 220HP will be adjusted by management accordingly.

All weights include the driver.

All cars will display the minimum weight for their car on the right or left side a pillar

Additional weight may be added to any car at any time by the Slinger officials to ensure competitive balance within this class. **If you plan to be fast or think you will be fast, be prepared this means bring weight and bolts. Weights may be added or deducted at the discretion of the tech staff to ensure a competitive balance is maintained.**

2.2 Added Weight

Added weight (ballast) is permitted. Weights must be painted white with the car number clearly marked on them. Weight must be securely fastened outside driver's compartment to roll cage or rear seat floor board (Equally distributed left to right and ahead of rear axle) area using sandwich plate method. **Any weight added to suspension components will result in a complete and immediate disqualification from that event.**

2.3 Car Inspections After Race

All race winners must report to the inspection area immediately after the race and or victory lane. Additional cars will include all cars finishing in the top five finishing positions. Additional

Aftermarket header allowed add 75lbs updated 1/29/2026
cars may be selected for post-race inspection.

3 GENERAL CAR REQUIREMENTS

3.1 Car Bodies

The car body must meet the following requirements. Stock vin # must be in 2 stock locations. Vin number must be visible and unaltered. Cars missing vin numbers will not be allowed to enter competition.

Cars must be neat appearing. All cars must have complete bodies, hoods, fenders, and an approved front and rear bumper. Bodies must be OEM steel or OEM replacement steel.

After-market bodies are prohibited. Aftermarket racing nose and tail covers **may be allowed with track approval.** ~~are prohibited.~~ Spoiler permitted. Spoiler must be clear lexan. Spoiler not to exceed 5" high as measured, base to tip, and may not be 56" wide or be wider than the body. OEM unaltered floor pan required. Hood and trunk must be securely mounted. Complete firewall required, front and rear. Skirting is permitted, but must maintain OEM body appearance. All body and suspension components must have a minimum of 4 1/2" ground clearance. All body panels must be fastened in an approved manner. Body panels damaged during an event must be repaired or replaced in a reasonable period of time. Cars with unrepainted or unpainted body panels may not be allowed to compete. The decision of Slinger Officials about appearance is final.

Gutting of the interior is not allowed. The stock unibody components must be unaltered. Rusted floor panels or removed panels must be replaced with stock production floor panels installed in the same location. All holes caused by rust or equipment removal (i.e., heater) must be covered with minimum thickness 20-gauge steel. A minimum thickness 20-gauge steel firewall must be installed between the driver's compartment and trunk.

All sharp edges, especially around the driver's window opening, must be rolled or capped. The stock dashboard may be removed.

All glass (windows, headlights, taillights, etc.), exterior body moldings (chrome, trim, mirrors, door handles, etc.), combustible material (headliner, seats, insulation, etc.) must be removed. Stock hood and trunk latches may be removed and replaced with clip type hood pins.

Aftermarket header allowed add 75lbs updated 1/29/2026

Front and rear bumpers or bumper covers must be OEM and mount in the original location.

A complete windshield is required or an approved screen. OEM glass permitted. Must not be cracked in the driver's vision area. May be replaced with 1/4" thick lexan. Lexan must have three evenly spaced support braces. Braces must be minimum 1"x1"x1/8" steel angle iron. A reinforced, 1/2-inch or smaller, steel wire mesh windshield screen is permitted instead of the front windshield.

The wire diameter must be no less than 0.063- inches for mesh larger than 1/2-inch, or no less than 0.035- inches for mesh smaller than 1/2-inch. A minimum of three reinforcements must be installed behind the wire mesh. The reinforcements must be bolted or welded to the roof panel or roll bar and dash panel in an approved manner. Mesh/screen must be edge wrapped and burr free. Lexan windows may be used in the rear or rear pillar opening.

Rub rails may be no larger than one-inch (1") wide and 2" high and have a maximum wall thickness of 0.125-inches. Rub rails must have the ends cut at a 45-degree angle and be capped. Rub rails may be steel or lexan. Rub rails must be flush with the body and **steel rub rails** must be bolted (carriage bolts ~~recommended~~ required if bolt head is outside of the rub rail). ~~or welded to the roll cage~~. The rub rail must be mounted no lower than the center of the rim and no higher than the top of the rim and must end 4-inches, or more, from the wheel opening.

4 FRAME AND ROLL CAGE

All frames and roll cages must be acceptable to Slinger Officials. The frame and roll cage must meet the requirements described in the following paragraphs.

All chassis must be stock and unaltered.

4.1 Frame

All frames must be stock unaltered, passenger car frames. Drilling or hole sawing of frames is prohibited. Chopping, channeling, or sectioning of the frame in either length or width is

Aftermarket header allowed add 75lbs updated 1/29/2026

prohibited. Plating and boxing of stock frame for rust repair is permitted.

When connecting the front frame horns together in front of the radiator, one additional 1" o.d. diameter tube may be added to the front of the radiator area within the confines of the body. Bar(s) must be capped at ends with steel, no sharp edges. The original design dimensions of the frame may not be altered as a result of reinforcement.

4.2 Roll Cage

Roll cage installation and workmanship must be acceptable to Slinger Speedway Officials. All bends in the roll bar tubing must have a smooth radius and no kinks. It is recommended that all joints be gusseted.

Offset roll cages are prohibited. Laid-back roll cages are prohibited.

The roll cage must be a four-post design consisting, in general, of: a vertical main hoop; top hoop or halo bar; and left and right front post. Roll cage must have four uprights located in the furthest forward corners of the driver's compartment and directly behind the driver's seat, constructed of 1 3/4" x 0.095 diameter round steel tubing is mandatory. Roll bar must be welded to a 4" x 4" x 1/8" steel plate and welded or bolted (1/2" bolts minimum) inside the car with a support tube welded near the bottom of the roll bar, parallel to the floor pan (support tube must be 1 3/4" x 0.095 round steel tubing). Hoops may be bent in a bender (not kinked) or mitered and gusseted. Any roll bar within reach of the driver must have roll bar padding. Four-point roll cage with driver side door bars allowed. Strut/shock towers may be connected side to side. **Rear mounted anti-submarine bar allowed. Bar must be mounted four inches inboard and four inches below the rear bumper. Bar must be made out of max 2" square box or 1/3/4" diameter round tubing. Bar must be properly reinforced and triangulated.** Proper padding to protect the driver's head and door area are required.

5. SUSPENSION

Suspension must remain stock and unmodified. No racing parts allowed. Ride attitude must be maintained. Stock, stock replacement, or aftermarket stock appearing shocks/strut and springs. Cars using **altered** cut, heated, or racing springs will be assessed a 100 pound weight penalty. No spring rubbers, non oem bump stops, permitted. Must maintain a 4 1/2" ride height for any component, body panels, and frame. Minimum clearance will be measured with the driver in the car as raced position. Front cross-member must remain at stock ride height. Rear ride height

Aftermarket header allowed add 75lbs updated 1/29/2026

cannot be lower than front cross-member height. OEM remote adjustable shocks must be disabled. Front spring spacers, spacer blocks, or weight jacks are not permitted. Rocker box must be at production height. Maximum camber on any wheel allowed is 1 ½ inch on front and 1 ½ inch on rear measured at the wheel. Maximum rear steer is ½" per side. Maximum rear toe is ¼". Camber, toe, and rear steer will be measured with the driver seated in the car in as-raced position. NO RACING PARTS this is a STOCK class.

5.1 Spindles, Wheel Bearings, and Hubs

Dropped spindles are prohibited.

No aftermarket or fabricated spindles.

5.2 Brake Components - Front and Rear

Each wheel must be equipped with a brake in proper working condition. Front brakes may be disc or drum. Rear brakes may be drum or disc. Disc brake calipers must be OEM. Disc brake rotors and drums must be steel. Aluminum or composite rotors are prohibited. Drilled or lightened rotors are prohibited.

One OEM stock brake master cylinder only. Aftermarket brake components, with the exception of brake pads, are not allowed. All brake pedals must be stock. All brake lines must be steel and the same diameter. Brake shut off devices or proportioning valves are prohibited. All cars must have four-wheel functioning brakes operating at all times. Brakes must stop all 4 wheels. The brakes must be stock and unaltered. Third brake light is highly recommended.

6. ENGINE REQUIREMENTS

6.1 General Eligibility

Only 4-cylinder engines are permitted. Engines and transaxle assemblies must remain completely stock for year make and model of car. Factory V.I.N. # must remain intact on the left front corner of the dash. On board computer and factory wire harness must be OEM and unaltered. All PCM's are eligible for claim and or swap. Altering, re-flashing, modifications of any type are not permitted to the pcm. All parameters of a stock pcm for the make model and vin code of the race car must be maintained. Pcm's may be impounded for inspection at any time, for off-site inspection and will be returned if found in compliance with stock specifications. Stock air cleaner, Stock K&N Replacement allowed or Slinger Speedway approved aftermarket

Aftermarket header allowed add 75lbs updated 1/29/2026

filter allowed. Stock automatic or manual transmissions with all forward and reverse gears operating required. Stock, unaltered clutch required. Overflow tank located under hood required. No water or fuel lines permitted in the drivers compartment unless completely sealed from the driver by steel tubing. A/C, smog pump and heater core may be removed. NO ANTI-FREEZE - **No locked or limited slip differential.**

6.2 Engine Location

The engine must remain in the stock location. No setback allowed.

6.3 Air Cleaner

All cars must be equipped with an air cleaner during competition. May not protrude through the hood.

6.4 Air Intake

Stock air cleaner, Stock K&N Replacement allowed or Slinger Speedway approved aftermarket filter allowed Cowl air induction is not allowed. Stock style air boxes are permitted. No devices for directing the flow of air into the air cleaner are permitted.

6.5 Ignition System and Battery

Stock type ignitions only. 12-volt battery and electrical systems only.

A labeled on/off, ignition switch, within reach of the driver and safety crew, is required.

A main battery shut off switch labeled on/off and highlighted with a RED circle is highly suggested to shut off all electrical power to the car. This switch must be mounted behind the driver's head inside the roll cage. If this switch is installed, it must shut the engine and fuel pump off. Batteries left in the stock location must be properly secured to meet the approval of Slinger officials.

The battery may be moved to the driver's compartment (behind the seat) or in the trunk area, or left in the stock location in the engine compartment but must be securely installed with a minimum of two steel straps, and must be enclosed in either a marine type battery box or a Slinger approved battery box. The positive (+) battery post/cable connection must be covered with an insulating (di-electric) material to prevent accidental arcing. Battery must be secured by minimum 1" x 1/8" steel straps. No Voltphreaks or lithium batteries.

6.6 Exhaust System

Aftermarket header allowed add 75lbs updated 1/29/2026

All cars must have a complete exhaust system and muffler(s) at all times. Stock exhaust must have a functional muffler and meet Slinger Speedways 95 decibel rule, and must remain under car, 2 1/2" O.D. exhaust max. **Aftermarket header allowed, add 75lbs.** Exhaust must exit the rear of the car behind the driver.

6.7 Cooling System

Electric fans are permitted. Use of antifreeze is prohibited. "Water wetter" is permitted.

All cars must be equipped with an approved overflow or catch tank. Factory catch tanks are permitted. Catch cans are not permitted in the driver's cockpit area. No overflow lines permitted in the driver's cockpit area.

Radiator must be mounted in the stock location in front of the engine. Radiator must be stock size, and must mount in the original stock location. Radiator may not protrude thru hood. Radiator shrouds must retain the same shape as OEM shrouds. Shrouds must be metal or OEM and extend to fan blades. No custom shrouds to direct air to the radiator.

7. DRIVE TRAIN

7.1 Clutch, Bell Housing, Transmission, and Drive Shaft

Only unaltered, OEM, automatic and manual transmissions for make and model of car are permitted. Must have all stock forward and reverse gears. Must be able to engage all gears with the car running, without stalling engine. Non-OEM manual or automatic transmissions are prohibited. Torque converter must be unaltered OEM or OEM replacement. Dummy torque converters are prohibited.

External stock transmission oil coolers are permitted. Transmission coolers must be located in stock position.

Manual clutch and transmission must be stock and maintain all stock OEM specifications. No

Aftermarket header allowed add 75lbs updated 1/29/2026
performance enhancing components permitted.

7.2 Rear Axle

Only OEM passenger car rear axles or rear strut suspensions permitted. No modifications permitted. Rear axle must match the make and model of chassis being used. No interchanging of components. All suspension must maintain OEM specifications and settings. Camber, and rear steer will be measured with the driver seated in the car in as-raced position. All components must be stock and unmodified.

7.3 Wheels and Tires

7.3.1 Wheels

The wheels must be steel and meet the following requirements:

Pressure bleeders are illegal. All four wheels must have all the lug nuts installed and the wheel stud must protrude thru the lug nut. Taper on the lug nut must match the taper on the wheel. All studs and nuts must be properly installed before racecar enters the race surface. 13", 14", 15" OEM or OEM style racing Steel Wheels with maximum 6" width measured at the bead. on the left side and maximum of 7" on the right side. **One 1/2 spacer** allowed on 4" backspace racing wheels only. Wheel spacers NOT allowed on wheels with 3 1/2" backspacing. No aluminum wheels. Stock wheels may not be altered in any way. Approved aftermarket racing wheels allowed. NO WHEEL WEIGHTS. Aftermarket racing wheels with max 3-1/2" or 4" backspacing allowed on the right side. Width not to exceed 6" for the left side and 7" for the right side. **Wheel studs must not protrude past the bead of the wheel.**

7.3.2 Tires

Only Slinger approved tires allowed. Passenger car tires only 60, 65, 70, 75 series tires only (Must be approved by Slinger Super Speedway Officials).

No performance, racing or off-road tires allowed. Tires may not exceed \$70 MSRP. All original manufacturer tire markings must be maintained and may not be removed or altered. Slinger Speedway Management reserves the right to disallow any tire that we feel resembles a performance type tire. If in doubt, call for approval of a tire prior to purchase. Any tire in

Aftermarket header allowed add 75lbs updated 1/29/2026

question, approvals must be made in printed form prior to the race and must be signed by track promoter and a technical official. Wheels & tires must be the same Diameter & series per axle. Minimum Tire hardness of 380 UTQGR (uniform tire quality grade rating). Any use of Tire softening agents, of any type prohibited. No buffing or treatment of tires allowed. No grooving of tires allowed.

8. FUEL SYSTEM

Aftermarket out of tank electric fuel pumps are prohibited. Stock or stock replacement electric mounted in fuel tank pumps are allowed.

Fuel line through the driver's compartment must be enclosed in a continuous steel pipe or conduit. Fuel vent mounting, fuel line installation, and fuel cell mounts must be Slinger approved.

8.1 Fuel Tank/Cell

If the stock fuel tank is ahead of the rear axle it may remain in that location. If the fuel tank is behind the rear axle, it must be replaced with a fuel cell or a boat tank (6.6 gal. Maximum) securely mounted in the trunk by no less than 4-1" x 1/8" steel straps with 3/8" hardware (no plumber's hardware). Fuel line must exit the top of the tank. Fuel line cannot run through the driver's compartment. All cars may be equipped with a fuel cell. The maximum capacity of the fuel cell is 6.6 gallons. Check valve on fill and vent lines mandatory. Flap valves are prohibited. Fuel cells with bottom fittings are prohibited. Fuel cell must be located behind the rear axle, between the frame rails in the trunk area. The fuel cell must be attached to the frame by bolts or steel mounting straps approved by Slinger officials.. Quick adjust friction or clamp type adjustable fuel cells mounts which may allow the fuel cell to move in a collision will not be approved. Minimum height from the ground to the bottom of the fuel cell container is no lower than the stock trunk floor pan.

8.2 Fuel

The fuel must be automotive gasoline. The gasoline must not be blended with alcohols (such as methanol), ethers, aniline or its derivatives, or oxygenated additives (such as nitro methane or nitro propane). The use of nitrous oxide is prohibited. Only petroleum-based unleaded or leaded gasoline as defined by the American Society of Testing and Materials (ASTM) is permitted. Higher octane fuels can cause higher operating temperatures and reduce the running life of

Aftermarket header allowed add 75lbs updated 1/29/2026

your engine." The only oxygenates permitted are MTBE and ethanol alcohol at a maximum amount of 15% by volume. Slinger **reserves the right to require all cars use the same brand and designated grades of gasoline in a given event.**

The specific gravity must read from 0.710 to 0.780 (adjusted to 60 degrees Fahrenheit (as factored by a specific gravity temperature chart.)

Slinger has the ability to conduct laboratory analysis of fuels. Samples for lab analysis may be taken from a competitor's fuel tank at any time at the discretion of the Slinger Technical Inspector. If samples are taken, competitors must identify the specific brand of fuel they are utilizing. Any sample must meet the dielectric constant for the declared brand of fuel being used. **FUEL WITH AN OCTANE RATING IN EXCESS OF 110 WILL BE CONSIDERED ILLEGAL.** The use of scent masking agents is not permitted and will be considered a fuel violation.

The specific elements which will be searched for include: propylene oxide, alcohols (all types), aldehydes, amino diphenyl, benzene (in excess of EPA limit), benzidine, beryllium compounds, bromine compounds, butadienes, chlorinated compounds, chromates, dioxanes, ethyl acrylate, ethylene oxide, hydrazine compounds, methylene dianiline, naphthylamine, nitrogen compounds (nitromethane, et al.), styrenes, toluidine and xyloides. Also added to this list will be substances deemed to exceed the Threshold Limit Values (TLV) or Biological Exposure Indices (BEI) as listed by the American Conference of Governmental Industrial Hygienists (ACGIH).

Slinger has the right to sample a competitor's fuel at any time, during an event. Samples will be tested by Slinger and/or any outside laboratory at Slinger discretion.

9 MISCELLANEOUS EQUIPMENT

9.1 Steering components

All steering rack boxes, struts, control arms and components must be stock, unaltered OEM, for the car. A metal (no plastic) quick release coupling, acceptable to Slinger officials on the steering wheel is permitted. Maximum camber on the front wheels is 1 1/2". Camber will be

Aftermarket header allowed add 75lbs updated 1/29/2026

measured with the driver seated in the car in as-raced position.

The center of the steering wheel must be padded with resilient material.

9.2 Seat

The seat must be a purpose-built racing seat made of aluminum and installed in a manner acceptable to Slinger Officials. Must be mounted to the roll-cage and seat frame tube. No less than 4, 3/8-inch diameter bolts must be used to attach the seat to the frame and cage. A flat steel washer no less than 1½ inches in diameter (fender washer) must be installed between the head of the bolt and seat. Seat must be equipped with a padded cover. All seat spacer blocks must be magnetic steel only. Headrest on seat is recommended. Full containment seat is highly recommended.

9.3 Seat Belts and Shoulder Harness.

A quick release lap belt and double shoulder belt no less than 2 or 3-inches wide SFI approved safety restraints or Slinger approved safety restraint system, is mandatory. A 2-inch submarine belt is also mandatory. Seat belt and shoulder harness must be date stamped, no more than 4 years from the date of manufacture, or as posted for expiration by the manufacturer and be in good condition. Y-type shoulder harnesses are prohibited. Seat belt and shoulder harness must be installed according to manufacturer's recommendations. The belts and harness must be attached to the roll bar cage at approximately shoulder height with Grade 5 or better hardware, no less than 3/8-inch in diameter. If a driver's belts and harness become unlatched during an event, the driver will be black-flagged. All safety equipment must be worn at all times the driver is in competition. Failure to do so will result in a black flag, and possible disqualification.

9.4 Helmet

A helmet and face shield that meets Snell Foundation **SA2020** or SFI 41.1 specifications in good condition is mandatory. Face shield must be down or eye protection is required. It is recommended that a driver wear a fire-retardant head sock. Neck collar optional. Use of a head and neck restraint system is highly recommended.

Aftermarket header allowed add 75lbs updated 1/29/2026

9.5 Drivers Suit

It is mandatory that a driver wear a SFI approved fire suit (free of rips and tears) while on the race track. It is recommended that the suit be double layer, or single layer with Nomex underwear. It is recommended that a driver wear a SFI rated/approved fire-retardant head sock. It is highly recommended that a driver wear fire retardant racing shoes or leather shoes with fire retardant socks.

Canvas type shoes (i.e., athletic shoes) are not acceptable.

Drivers will not be allowed on the track unless wearing a fire-retardant suit and fire-retardant gloves. If a driver removes his/her gloves while on the race track under a green flag, the driver will be black-flagged.

9.6 Fire Control System

Fire extinguisher or on-board fire control system is highly recommended. Mounting of all components must meet the approval of Slinger technical officials. .

A fully charged, 5 lb. minimum, "ABC" class, fire extinguisher must be provided and readily available in each pit stall.

9.7 Window Net

It is mandatory that each car be equipped with either a 1-inch web or knitted mesh window net on the driver's side. The minimum allowable length is 12-inches. The window net must attach to the roll cage at the bottom and release with a seat belt snap or Slinger approved release on the top front corner of the window.

Window net must be positioned from the back of the driver's seat forward. Window net must be in the up position any time the car is on the race track.

9.8 Tow Hooks

Front and rear tow hooks are mandatory. Looped chain or cable is permitted. Tow hooks must be labeled or marked(painted a contrasting color).

9.9 Mirrors

Mirrors are permitted. All mirrors must be mounted in a manner approved by Slinger officials.

9.10 Two Way Radios

Aftermarket header allowed add 75lbs updated 1/29/2026

All in-car communication devices are prohibited. No cell phones permitted in the car while on the track. A functioning Raceceiver model SW1600, or equal one-way radio receiver tuned to channel 1565 (469.550) is mandatory. The raceceiver lapceiver ALT audible lap timer or any similar device is **NOT** allowed. Failure to comply with Raceceiver requirements will result in a penalty.

9.10 Transponders

All cars are required to have a working transponder installed at any time the racecar is on the track. Must utilize AMB Trans x260 Transponder approved and registered with Slinger scoring staff. Transponder location and mounting requirements are as follows. Transponder must be located so that the transponder's center line is 150 inches from the furthest forward edge of nose. Transponders must be mounted no more than 24 inches above racing surface, have an unobstructed path to the racing surface, and be protected from excessive heat and fuel spillage. Secure mounting is the responsibility of the race team.

Visual scoring will be used to determine results in close finishes if there is a transponder discrepancy. Also make sure the transponder is properly charged each week.

9.11 Cameras and Electronic Devices

One securely mounted camera permitted. Camera's must not record any suspension components. Competitors are liable for any published video images. No cell phones, electronic timing, or data recording devices permitted when the car is on the racetrack.

9.12 Break Out Time

Slinger officials have a minimum break out time for this class. It will be **15.2 15.0** seconds. Any car posting ~~two-a~~ lap time under **15.2 15.0** seconds will be disqualified from that event. ~~Drivers will not receive a warning (via RACEceiver or any other means) for their first sub-15.2 lap. Any lap time under 15.1 will result in an immediate disqualification from that event.~~ Any car posting ~~laps a lap~~ under **15.2 15.0** in qualifying will be disqualified. Cars that Break out in Qualifying ~~or heat races~~ will be started in the rear of any additional races for the night. ~~Any cars that break out in qualifying that advance from the semi to the feature will start in their earned position.~~ Cars determined to be deliberately sandbagging in qualifying to gain an advantageous starting spot in

Aftermarket header allowed add 75lbs updated 1/29/2026

heat race will, at the determination of Slinger officials, be started in the rear of all future events for that night. Cars that consistently break out may be required to start in the rear or face additional weight requirements at the discretion of Slinger officials. ~~All~~ Points and prize money will be forfeited **for the competition in which they broke out.**

9.13 Four Wide Racing

Four wide racing **IS** permitted.

9.14 Misc. Additional

Any driver entering or driving in the pit area unreasonably will NOT be paid that night. Any unjustified action on or off the track will result in suspension from the track or pit area and loss of pay. **NO burnouts, donuts, or careless driving on the Slinger Speedway logo. A \$1000 fine will be assessed or repaint the logo.**

9.14 Memberships

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. Members also earn a discount on their weekly pit pass. 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

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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. Driver is responsible for the conduct of all crewmembers! Fines and points will be imposed on drivers.

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 id81k@yahoo.com

Tech Director: Derek Rehm rehm70@gmail.com

Website: www.slingersuperspeedway.com

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Facebook Page for Competitors: Slinger Speedway Racers

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