



Slinger Speedway Auto Racing, Inc.

PO Box 312 - Slinger, WI 53086

Track Office: 262-644-5921 Fax: 262-644-6476

Email: Slingserspeedway1@aol.com

www.slengerspeedway.com

2017 SUPER BEEZ Rules and Specifications

CAR ELIGIBILITY--1985 to 2006, front or rear wheel drive non-convertible foreign or domestic compact car with a 4-cylinder engine, and meeting the wheelbase requirements. All reduced production/special application/performance cars are subject to additional requirements and/or limitations to ensure competitive equity. It is the responsibility of the driver/owner to complete a specification sheet during initial inspection. Chassis (VIN #, wheelbase, control arm lengths, etc) and engine (engine #, bore-stroke, EFI info, camshaft, etc) specs required.

WHEELBASE--Minimum 92", Maximum 107". Wheelbase must be within 1/2-inch of stock.

CHASSIS/INTERIOR--Complete bumper-to-bumper steel unit-body must be retained. Full width original firewall, floor-pan and trunk floor required. Rear firewall must be added to isolate from fuel cell. Stress points may be reinforced. No radios allowed.

ROLL CAGE--All cars must have a well-constructed, properly welded and gusseted 6-point full width roll cage made of 1 $\frac{3}{4}$ " .090 wall tubing or equivalent. Main roll hoop must be behind driver and be reinforced with a full x-bar configuration. Roll cage must be properly anchored to rocker box or floor with sandwich plates under each up-right. Cage must be reinforced from left to right with bars under the dash, along floorboards, and behind driver in main roll hoop. At least two bars must extend from main roll cage rearward to frame kick-up or beyond. A minimum of four equally spaced horizontal bars required in driver's door, three in passenger side door. Door bars must be connected with a minimum of two equally spaced vertical studs. Two angular bars must connect bottom door bar to rocker box. All welds in cage and door structure must be gusseted. Left side door bar deflector plates of min.1/8" steel required. Driver's foot protection required.

SUSPENSION--Any stock appearing steel spring that fits in original mounts in original position allowed. One steel non-adjustable, nonrebuildable, shock/strut in stock location per wheel. Max. \$80 MSRP of strut/shock. Spring adjusters allowed, adjustable spring spacers where shock mounts through spring, screw type where shock mounts outside spring. Coil-over threaded collars allowed on strut type suspensions. Adjustable leaf shackles allowed. Spring buckets may protrude through floor pan. Suspension parts including trailing links must remain of stock type for that make and model and year chassis. Upper A-frames and

strut mounts may be altered for camber. Lower Aframes and strut rods must remain stock. One stock front and rear stabilizer bar allowed. Out of cockpit stabilizer adjusters allowed. Stock trailing links required. Home built rear lower control arms of stock length, in the stock location with heim joints allowed. Rear suspension cannot be tied down and must fully rebound.

SPINDLES & HUBS-Stock, unaltered spindles and hubs required.

STEERING-Stock, manual or power units only. No aftermarket components. Fabricated steering column must use 2 U-joints.

GROUND CLEARANCE--Minimum ground clearance 4" (with driver) for all mechanical parts and hardware, 5" for any body part.

FUEL CONTAINER-- Fuel cell (8-gal. Max.), foam baffling and check valve required. Minimum 11-gauge container. Fuel container must be mounted in trunk behind rear axle, as far forward as possible, above frame. Filler tube extensions not allowed. All vents must be valved to eliminate leakage. Fuel container installation will be vigorously inspected. Steel fuel lines must be properly located outside driver's compartment. Rear fuel cell protection (ASA) bar required. Gasoline only.

FUEL PUMP-High quality (ASA style) internally mounted, electric fuel pump recommended. External pumps must mount to fuel cell container or bracket. Supply hose from cell to pump must be steel braided with AN type fittings. OEM or aftermarket safety switch required.

WEIGHT

Minimum weight for all FWD cars will be 2300 lbs
Minimum weight for all RWD cars running a 350 CFM carb will be 2500 lbs.,
Add 75 lbs. for 500 CFM 4412 carb.

FWD Actual displacement in cubic centimeters.....	Minimum weight
0 to 1749.....	2300 lb.
1750 to 2049.....	2350 lb.
2050 to 2249.....	2400 lb.
2250 to 2400.....	2450 lb.

FWD Cars: Minimum front-end weight must be 57%. Minimum right-side weight must be 45% of total. RWD Cars: Minimum front-end weight must be 52%. Minimum right-side weight must be 42% of total.

WEIGHT ADJUSTMENTS--3 valves per cylinder, add 25#, 4 valves per cylinder add 50#. Engines with variable cam timing (VTEC), add 50#. Engines without rev limiter add 50#. All weights must be properly anchored to floor pan or weight box. Weights must not be lower than bottom of frame rail. Ballast must be painted white and lettered with car number.

DIFFERENTIAL-Differential must be stock for that make/model car. No locked differentials. All cars equipped with a limited slip or traction sensing differentials are subject to additional weight and percentage requirements.

BATTERY--Batteries must be securely mounted away from fuel container and lines. All batteries in driving compartment must be in approved sealed battery box. Maximum 12-volt battery.

BRAKES--Stock brake units only. Four-wheel brakes required at all times. Stock rear disk brakes allowed. Master cylinder and pedals must remain in stock location. OEM brake rotors required. No "made for racing" components allowed. Brake bias adjusters allowed, must be located outside drivers compartment. OEM anti-lock brakes (ABS) allowed. Wheel fans allowed. No blower motors allowed.

RADIATOR--Any metal radiator without altering the appearance of car allowed. Overflow tank, located in engine compartment required.

TIRES--Hoosier 790 14 or 15 inch diameter tires allowed. Street tires with an H rating or less, with a minimum tread wear rating of 400 will be allowed. Maximum MSRP is \$75, maximum width is P205, and must be either 60, 65 or 70 series profile. Tire tests will be conducted during season to determine the efficacy of any alternative tires.

WHEELS--Made for racing, 7-inch wide steel wheels only. 4-inch backspacing required on all wheels. Wheels with 3 5/8 backspacing are not allowed. Only 13", 14" or 15" diameter wheels allowed. Wheels must be the same size per axel. One-inch lug nuts required. Spacer plates allowed 1/4" maximum width. No bleeders.

ENGINE--Engine must be 4 cylinder, max displacement 2,400 cc. Engine must have been offered in that make and model automobile. Type and composition of engine must remain as produced. Block, heads, intake and all other engine components must match. Engine must be in stock position using stock motor mounts (rubber bushings may be replaced with washers). OEM block required, with up to .040 overbore allowed. Crankshaft and stroke must remain as produced. 11 to 1 compression ratio maximum. Cylinder head configuration must remain as produced (no porting, chamber work or bead blasting , etc.). Engines produced for non-domestic markets (JDM ect.) may be used with the prior consent of management.

INDUCTION--OEM as produced, electronic fuel injection (including intake manifold) for the car/engine used, required. No forced induction, ram air induction, turbo or super-charging, nitrous systems, etc. allowed.

CAMSHAFT--OEM cam drive only. Maximum cam lift measured at the valve, may be increased by 10% from production specs. Roller rocker arms allowed on push rod style motors. Stock roller tip cam followers allowed on engines that came with them from factory

IGNITION--OEM ignition components only.

COMPUTER--All engine management controls, wiring and data port must be operating. Computer must be relocated (within wiring limits) for easy access. Reprogramming allowed.

EXHAUST-- Exhaust header with necessary sensors allowed. Exhaust must exit left or rear (not right side) behind driver. Effective mufflers required. 95 decibel rule will be enforce. No car expelling flame, smoke, or backfiring allowed.

CLUTCH & TRANSMISSION--OEM unaltered clutch required. Minimum resurfacing allowed (flywheel allowed 1 lb. reduction from stock weight) OEM manual transmission with all gears, including reverse, required. Two 1 1/2" inspection holes, on opposite sides of bell housing, required for clutch inspection. Stock mounted operating starter required.

HALF SHAFT--Heavy duty replacement parts allowed.

BODY AND APPEARANCE--OEM steel roof with A, B, & C post's required. OEM or stock replacement fenders, quarter panels, doors, hood and trunk lid required. Stock or stock appearing nose piece required. Maximum spoiler length 5". Spoiler may not extend outside body. Side skirts must not be lower than rocker panel. No air scoops or holes in hood allowed. Filler panels painted with reflective colors required. Front and rear bumper and bumper cover must appear stock; bumper ends must connect to body. Stock or Lexan windshields required, all other windows (if used) must be of Lexan. Sunroofs must be closed in with steel. Stock appearing aluminum door skins allowed. OEM wings permitted. No Non OEM fiberglass body panels allowed.

TOW HOOKS--Tow hooks on front and rear required. 1/4" cable has proved inadequate.

TEAR DOWN CLAIM--For a fee of \$600 any super beez class driver may request to have the head, intake, and exhaust removed for inspection. If found legal, \$400 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 for that night. Officials can require intake, injectors, computer, and heads be removed and checked for modifications. If components are found to be illegal they will be confiscated and destroyed. If found to be legal the owner will receive \$100 allowance for gaskets.

DYNOMETER TEST: At the request of the Tech Staff any engine can be required to be dynometered to determine its compatibility with the intent of the rules.

BATTERY: Battery may be relocated to interior. Battery must be secured by minimum 1" x 1/8" steel straps and in a sealed battery box. No Voltphreaks batteries.

SAFETY EQUIPMENT: Snell 2010 helmet required. must wear shielded helmet or goggles. Approved driving gloves are required. Window nets are mandatory. Large mesh 12" minimum length. Window nets will fall down and will snap with seat belt or approved fastener on top front corner of driver's window. Driver must wear approved fire suit or fire jacket. Aluminum racing seat with 5 point racing harness is required. Belts no more than 4 years old.

NO 4 WIDE Racing

CAR NUMBER: All drivers must register their car numbers with Slinger Super Speedway. No duplicate car numbers. No 3-digit numbers. If you do not pre-register for your number, Slinger Super Speedway will assign a number for you!! All cars must be neat appearing and standard in appearance. All cars must have complete bodies, painted and lettered in contrasting colors. Registered number will stay with the driver for the season. Any driver caught "jumping" (Driving someone else car) without their registered car number will be suspended. **All cars must have a number on the RF top corner of their windshield.**

SPEC SHEET: Each competitor must complete a specification sheet at initial inspection. Chassis (VIN number, wheelbase, control arm lengths, etc) and engine (engine #, bore-stroke, EFI info, camshaft, etc.) specs required. Any changes made to the car after initial spec sheet is complete must be approved in tech prior to racing.

All rules are meant as a guideline. Final determination will be made by the track officials. If a driver/owner refuses inspection the car and driver will lose all pay for that event plus a 2 week race program suspension and loss of points. Any cars that are disqualified will not be paid that night and no positions will be moved up. All non-complying components will be seized by track officials

RACE-CEIVER one way radios are required.
RADIO



NO TWO WAY

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.

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 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 race cars have passed inspection. Driver responsible for the conduct of all crewmembers! Fines and points will be imposed on drivers.

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

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.