



Slinger Speedway Auto Racing, Inc.

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2018 Slinger Midwest Sportsman Rules

1. Frame

1978 through 1988 108" GM metric frame ONLY.

Frames must be cross-braced or X-ed through center.

Frames must be plated on inside of frame rails.

Rear tail section may be replaced beginning 5" behind rear axle centerline.

Factory frame horns must be 20" minimum from upper A-frame mounting bolt forward.

Front crossmember may be notched for fuel and power steering pump and oil filter.

Minimum fuel pump clearance is 1".

Top half of crossmember may be collapsed 3/4" for oil pan clearance.

Outer spring skirt may be trimmed a maximum of 2 1/2" up and 7" long to aid spring changes.

All other areas of stock frame may not be altered or changed from original design and size.

Rusted or damaged areas may be repaired or replaced but must match original design and size.

No frame lightening will be allowed such as hole drilling, acid dipping, etc.

Minimum of a 6" frame height, except front crossmember.

2. Suspension

All A-frames, trailing arms, steering components and suspension mountings must remain stock for frame in factory frame position.

Front upper control arms may be replaced with tubular drop in replacement 1-piece control arms of stock length +/- 1/2" in stock location.

Front suspension upper A-arm pad may be moved on the frame but remain stock appearing, uncut and otherwise unaltered.

No aftermarket or dropped spindles.

No lightening of suspension or brake parts (such as drilled rotors, etc.)

Shocks may be moved from stock location.

Only 1 shock per wheel.

Shocks must be Midwest sportsman approved and retail for less than \$130 each.

No aluminum body or coil-over shocks allowed.

Stock or racing springs allowed. 5" minimum diameter coil spring.

Rear spring buckets must be enclosed.

Weight jacks or screw jacks allowed.

No driver adjustable weight.

Stock upper A-Frames may be notched for screw jack clearance only.

No steel or offset bushings in front or rear suspension.

May use offset shaft or bushings in upper A-arms only.

Stock dimension metric ball joints only.

Any OEM type sway bar permitted.

Adjustable aftermarket sway bar mounts permitted.

Racing type machine manufactured hub and rotor package recommended for safety.

Right front hub must be an approved racing type safety hub.

Front and rear full faced steel hubs only.

OEM hub must have bearing and race number 12610-12649.

Maximum tread width is 62 1/2".

3. Steering

All steering boxes and linkage must remain stock for frame.

Aftermarket steel tie rod sleeves are allowed. Outer tie rod ends may be 1/2" or 5/8"x5/8" chromoly or aircraft type heim joint with aluminum sleeves.

Quick release steering wheel required. Safety padding in steering wheel required.

Impact collar in steering shaft required.

4. Roll Cage

All cars must have a full 4-point roll cage, constructed with a minimum 1-3/4"x.095 wall round DOM or EW steel tubing.

The main hoop behind the driver must be X-ed or cross-braced and securely welded to the frame on both sides.

All competing cars must have a full perimeter roll cage to compete. No 'laid-back' or offset roll cages.

The roof hoop or halo bar and main hoop should be mounted as close to the roof as possible.

Roof hoop shall be a minimum of 39" wide and should be a safe distance from the driver's head and padded. Diagonal halo support bar required.

Center dash to halo bar mandatory, minimum 1 1/2"x .095.

The front of the cage must have at least two (2) cross supports side-to-side, one at a dash level and one at the roof.

Roof support not necessary if main roof bar is one continuous piece.

Four (4) driver side door bars mounted flush with the outer door panel are mandatory.

Driver side door bars must have two (2) upright bars between each door bar.

Foot protection bars required. A perimeter foot protection bar from outside edge of door bars forward and curving into the frame is required. Minimum 1 3/4"x.095.

Passenger side door must have three (3) door bars mounted no closer to the driver than the center of the passenger side frame rail.

Roll bar padding required.

Engine compartment hoop and rear main hoop supports are mandatory.

All right angles should be gusseted.

All drivers' door bars must be plated from the frame to the top of the top door bar.

Diagonal roof support bar from cross bar behind driver up to right front corner of halo is strongly recommended.

Each car must have triangular net securely mounted behind seat to support headrest portion of driver's seat. Net must be mounted vertically. Diagonally mounted bar from top left main hoop bar to center of cage or approved seat will be allowed.

5. Body Rules

Plastic or Lexan rub rails are allowed per tech inspection.

Body openings must remain with 1" of factory stock.

Windshield opening must have three upright braces 3/8" steel minimum.

Clear glass or lexan windshield and rear window required. All other glass must be removed.

Minimum windshield angle 27 degrees or template spec for template body.

Side window opening, measured from 'B' pillar forward must be a minimum of 31".

'B' pillar wings must be perpendicular to or angled back from pillar inward.

No aluminum, plastic, or rubber panels or parts that are not approved.

Pin-type hood and trunk fasteners only.

Stock floor pans and firewall optional.

Fabricated panels must retain stock appearance and dimensions.

Absolutely no cut-up bodies, chopped or slanted roofs, ground effects, panels, side-boards, wings, air-foils, Lexan side (door) windows, hood bubbles or scoops, or any other alterations to the stock body unless approved.

Hood must seal at windshield area. Hood must be flat or near flat. No bubbles or pushed up centers.

Minimum roof height is 51".

Minimum nose height 5".

Two (2) 1/2" roof aero strips allowed. No aero strips allowed on rear window.

Body, frame, ballast, fuel cell, etc. behind rear tires must be a minimum of 11" off the ground.

All body, frame and weight measurements taken with driver in car in driver's seat.

A maximum 5"x 60" rear spoiler may be mounted on the trunk lid only and may not have sides or lips.

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6. Air Intake

The front of the cowl must seal to the back of the hood when the hood is closed.

2"x 16" hood opening allowed at back of hood.
Body, frame and engine must all be centered.

7. Bumpers, Rub-rails & Tow hooks

Bumpers may be braced or reinforced for extra strength and to facilitate easier towing, and must have the outer ends fastened to the fender so as not to hook other cars. Penalty \$50 fine, if hooks break while lifting car. A radiator protection hoop may be added to the front bumper but must stay between the frame rails and must be behind the front fascia.

Rear bumper hoop must not extend past the body.

Materials for bumper hoop 1 3/4"x .095 wall round steel tubing.

All front and rear bars must be concealed.

All side rub-rails must be securely bolted or welded a minimum of five places to the cage. Rub-rails must be painted to match the body scheme, including number colors. Ends must be angle cut and capped. .095"x 1" maximum square steel may be used. Rails must be mounted flush with the body.

Any blunt end tubing must be capped.

8. Interior

Interior sheet metal must raise on a plane front the drive shaft tunnel to passenger window opening.

No plastic or composite material may be used inside the driver's compartment.

Stock floor pan (plated) allowed.

9. Drive Train

Engine must be centered between upper A frame mounts.

Minimum engine crankshaft height 13"

Synchronized manual OEM 3 or 4 speed transmissions with reverse allowed.

No spur cut, phase tooth, dogtooth or internal clutch transmissions allowed.

OEM automatic transmissions with factory cases only.

Automatics must have a shatter shield for flex plate.

Automatics must have working internal front pump, all forward and reverse gears.

No aluminum front drum or reverse ring gear in automatic transmissions.

No external lightening or alterations except engagement and shifting modifications.

No couplers, buttons, in/out boxes or quick-change transmissions.

Multi-disc, open style, button type, 7 1/4" minimum diameter clutch assemblies with OEM type flex plate allowed.

No non-ferrous material in either clutch or pressure plate such as aluminum and magnesium, etc.

Flywheel must be steel or aluminum only. No cut down or lightened flywheels.

Driveshafts shall be magnetic steel or aluminum only with a minimum diameter of 2 1/2".

No aluminum or light weight axle tubes.

No 'Sprint', 'Hawk', or magnesium quick-change rear ends or bells. No titanium or other exotic metal allowed in rear end. All shafts and gears must be magnetic steel.

No traction control devices or differentials.

Metric OEM brake parts may be used on 9" Ford rear end. Aftermarket brake mounting bracket may be used.

Full floater rear end is highly recommended. All floater parts must be steel with the exception of the drive flange.

All axle and drive flanges must be equal distance from the frame rail on either side.

No gun drilled axles. No cambered rear-ends.

10. Wheels, Spacers & Tires, Brakes

8-inch maximum width steel wheel.

Wheels must be approved

Minimum clean wheel weight 19 lbs.

Minimum 1" solid steel lug nuts.

Tire rule will be: **Hoosier D800**. One tire rule: must have three branded tires on the car at all times. Must fill out a tire card prior to qualifying at each race event.

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No wheel weights allowed.

All cars must have four wheel hydraulic brakes in good working order. All four-wheel brakes must be operational at all times with no shut off or cut-off valves. No traction control devices in brake system.

Floor mounted pedals optional.

A brake-metering valve may be used.

Unlightened OEM cast brake calipers only.

Brake ducting is permitted and recommended.
Aftermarket mounting brackets may be used.
No brake floater devices. No recirculators.

11. Engine Block

American made production V-8 engines only. No V-6 or 4 cylinders.
Must be production cast iron block with standard external measurements in all respects with the exception of the permissible overbore. (.060 max.)
Maximum cubic inches 358 GM and Ford, 366 Mopar.
No aluminum blocks permitted. Stock production only.
No removing of identification numbers. No grinding or lightening.
No 'Bowtie', 'SVO', or 'R' blocks (exceptions GM cast # 1005482, Ford 'B351' & 'M351', Mopar P5249515 & P5249447 59-degree standard tappet bore).

12. Cranks

Minimum 50-lb. sportsman type steel cranks only.
Stock stroke for block.
Unaltered except for normal cleanup and balancing.
Cranks should not be gun drilled, contoured or sculptured.

13. Rods

Magnetic forged sportsman type connecting rods only.
No titanium, aluminum or H-beam rods.
6.0" maximum length. 560 grams minimum weight.

14. Pistons

Any flat top or reverse dome (dished) piston may be used.
Valve relief may be cut into piston.
No portion of the piston may protrude above the top of the block.

15. Camshaft/Valve train

Any magnetic steel camshaft with a maximum 1/2" (.500) lift measured at the valve retainer.
Stock diameter magnetic steel hydraulic or solid flat tappets only.
No mushroom or roller tappets. No stud girdles or rev kits.
Standard timing chain only. No gear drive or belt drive. Full roller rocker arms allowed on GM Vortec head, Ford N351 and Mopar W2. All other heads must use stock stamped rocker arms.

16. Heads

Cylinder heads must be a stock steel production only.
No angle plug, bowtie or 461X heads. No aftermarket heads.
Limited two valves per cylinder.
No titanium valves or valve retainers permitted.
Combustion chamber intake and exhaust ports must be in the original 'as cast' configuration.
Three angle valve job permitted.
Any evidence of sanding, polishing, relieving, grinding, porting, chemical treating, ceramic work, abrasive blasting, alteration of the original form or the addition of material to the ports or combustion chambers is illegal. No external sanding, grinding, or removal of I.D. number or symbols.
Valves must be stock size and in stock location and at stock angle.
Maximum valve diameter measured across the face: Intake 2.02"; exhaust 1.60". GM Vortec intake 1.94"; exhaust 1.50". Stock production valve spring diameter only.
Screw in studs and guide plates allowed.
10.8:1 maximum compression ratio as measured on the 'whistler'.

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17. Intake Manifold

Aluminum intakes unmodified in any way include GM; Edelbrock (non-Vortec) 2101 & 2975. Vortec must use 7116 dual plane. Wieand 7546 or 7547. Ford (N351 or OE Windsor head) M-9424-C358, M-9424-Z351; Edelbrock 2181 or 7181 or (OE Windsor head) 2980, 2981. Mopar; Edelbrock 2176 or 2915. W2 head must use Wieand 8015.

Any evidence of sanding, polishing, relieving, grinding, porting, chemical treating, abrasive blasting, ceramic work, addition of material or any alteration to original form is illegal.

18. Carburetor/Spacer

Stock Holley 750-cfm carb only. No HP's, Demons or Aerosol carbs. All carbs must pass 750 cfm top and bottom dimension tool specs.

Standard boosters only and must be tightly mounted. Epoxying or safety wiring of boosters recommended.

Air horn may be removed. No other visible modifications allowed on carb.

No vacuum leaks. No turtles or other induction performance enhancing devices. No other systems allowed.

Two (2) return springs mandatory. An over-center throttle stop is recommended.

Maximum height for spacer is 1 1/4" No tapered spacers.

19. Ignition

Factory stock type ignition only.

No crank triggers. No external super coils. No Voltphreaks batteries.

No multiple spark discharge, rev limiters or similar aftermarket devices. No traction control devices.

20. Exhaust

Maximum 1 5/8" over or under chassis, single pipe collector, spec header only.

No stainless steel collectors

No 180 degree or step headers.

3" maximum exhaust before muffler or 'Y'.

Mufflers mandatory. Maximum of 2 mufflers allowed. 95dB noise level.

Maximum tail pipe length from end of muffler is 10"

21. Oil System

Aftermarket oil pans and breather allowed.

Oil pump must remain in stock location. No dry sumps.

Single stage external pump as OE replacement on Ford only.

Oil coolers allowed outside of driver's compartment only.

3/4" pipe plug inspection hole must be installed for inspection purposes in oil pan. This hole must reveal a center rod journal.

If windage tray is used an inspection hole must be provided through it.

'Aeroquip' type oil lines only.

Pump racing fuel only. No alcohol or additives.

OEM type mechanical fuel pumps only.

Fuel lines must mount on front side of pump. No fuel lines shall pass through the driver's compartment.

No plastic fuel filters. No plastic or rubber oil pressure lines.

22. Engine Setback Rule

Engine must be centered in frame.

Engine compartment crossmember must be notched for fuel pump clearance minimum 1". Remove only what is necessary for fuel pump clearance and plate this area.

Maximum setback from top steering box mounting bolt: 36". GM 33 1/2" measured to back of block mounting surface.

23. Kill Switch/Electrical System

On/off master kill switch must be located behind the driver within six inches of window and painted bright orange.

Maximum 12 volt electrical system and battery. All batteries must be securely mounted. No batteries allowed inside driver's compartment.

The self-starter must be in working order. OEM type starters only mounted in OEM position.

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24. Seat, Belts, Helmet & Driving Suit

Only high back aluminum racing seats will be allowed. Fitted seat is recommended.

Minimum of 16 1/2' to center of seat from inside of door bars.

The seat is to be securely mounted to the floor and roll cage in a minimum of three places with six bolts and large flange washers.

Approved 5 point racing harness/belts only. Single snap release 3" lap belt and shoulder harness and sub-belt mandatory. All belts/harness' and hardware to be certified within last two seasons.

All belts shall be securely mounted with grade 5 or better hardware. All mountings shall be in accordance with the belt manufactures instructions. Belts shall not pass through or near any sharp edges.

Snell rated SA2010 helmet with face shield or goggles mandatory. Any helmet involved in any type of impact should be immediately replaced. Approved fire-retardant suits, shoes and gloves mandatory.

Clothing should be kept clean and professional looking.

25. Window Nets & Padding

All cars will be required to run a minimum 12" driver side window safety net.

Window nets will fall down and will snap with a seat belt type snap on top front corner of window.

Triangle head protector window net highly recommended.

Roll cage padding is mandatory within contact area of the driver, including the center of the steering wheel.

26. Fire Extinguisher

On board fire systems mandatory.

Quick release type mounted within easy reach of the driver is mandatory.

Must have gauge and be fully charged.

27. Fuel Cell

Dated bladder type cell highly recommended.

All competing cars must have an approved fuel cell in a minimum 20-gauge steel can.

Must use foam and check valves. Maximum capacity 22 gallons.

All fuel cells must have two straps in both directions, fully surrounding cell. Straps must be minimum 1"x 1/8" steel using a minimum 5/16" grade 5 hardware.

Must be mounted at least 6" behind differential housing. Fuel cell ground clearance is 11".

Must have -6 (3/8") roll over vent valve installed or tech approved alternative.

All cells must be top fill. No dry breaks.

Car must have a minimum 1 1/2"x .065" wall fuel cell 'hoop' with two braces to the frame. Guard must be 1" lower than fuel cell.

28. Cooling System

All cars must have minimum 18-gauge fan protection covering upper 180 degrees of fan.

Minimum 2 quart overflow container required.

No radiator or fan shrouds protruding through hood.

No cooling system components inside of driver's compartment.

Electric fans allowed. NO ANTI-FREEZE!!! \$50 fine at official's discretion.

29. Weight Rule

Minimum 3,000 pounds after the race according to the track scale with driver in seat.

Maximum left side weight 58% of total weight.

All weight, frame and body measurements taken with driver seated in car.

Ballast

All weights must be welded or bolted to the frame or roll cage and identified with car number. Make sure weight is secure. No driver adjustable weight.

Weights behind rear axle must be installed a minimum of 11 inches from the ground. They must be up inside the body panels and not visible.

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30. Fuel Rule

Approved pump fuel only. No oxygen bearing or performance enhancing additives may be introduced into the inductions or fuel supply, either at the fuel cell or upstream in the system. Violations will result in immediate disqualification from the event; forfeiture of owner and driver points, and monies/contingencies earned for the event. Fuel samples may be taken at any time and tested (DIGITRON, SPECIFIC GRAVITY, GERMAINE DROP TESTING, WATER TESTING AND ANY OTHER TESTING METHODS DEEMED NECESSARY) Alcohol, nitro methane, nitro propane, nitrous oxide, other oxygenating agents, other additives and/or fuels that contain masking agents or oxygen are not permitted. *USE OF SUCH SUBSTANCES OR ADDITIVES WILL RESULT IN IMMEDIATE DISQUALIFICATION

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 event of the evening. **All illegal parts will be confiscated by Slinger Super Speedway and will be destroyed (see example) * by Slinger Super Speedway.**

- * **Illegal car parts, complete car will be confiscated.**
- * **Comp/CI complete engine assembly will be confiscated.**
- * **Any cylinder head component, complete cylinder head will be confiscated and not returned.**

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.

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. A maximum of 5 memberships per car will be issued. Slinger Speedway members will pay a reduced pit pass fee.

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 has 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.

All cars must have a number on the rf top corner of their windshield.

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.