



Slinger Speedway Auto Racing, Inc.

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2018 Slinger Area Sportsman Rules

CAR ELIGIBILITY--Any 1960 or newer American-made non-convertible passenger car) with wheelbase over 108-inches (Ford and Chrysler over 104-inches) allowed. El Camino, Ranchero bodies allowed.

WHEELBASE AND TREAD WIDTH--Wheelbase must be within 1-inch of stock. Maximum tread width 63-inches (64-inches for Ford or Chrysler front stub), measured center to center of tires at spindle height (front and rear).

GROUND CLEARANCE--Minimum ground clearance 4³/₄" at any point including spoilers, scoops, and mufflers, except front cross member, which is 2³/₄" (with driver).

CHASSIS-- GM chassis must retain original wheelbase. Ford/Chrysler may use GM Metric frame. Complete stock steel frame or unit-body must be retained to a point 6" behind center of rear axle. Replacement with square tubing allowed rear of that point. Front stub and rest of frame must match. Minimum frame height 4³/₄" (with driver).

ROLL CAGE--All cars must have a well constructed, properly welded and gusseted 6 point roll cage made of minimum 1³/₄" .090 wall tubing or equivalent. Roll cage must have four uprights properly welded to frame. Right side of roll cage may not be located inboard more than right rails of front and rear stubs. Main roll hoop must be behind driver and be reinforced with a full X or diagonal bar configuration. 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 frame rail. All welds in cage and door structure must be gusseted. Driver's foot protection bar required. Left side door bar deflector plates of at least 1/8" steel required. Front hoop must connect to front roll cage uprights. Unit-body roll cage construction: contact competition director for guidelines.

SAFETY BELTS & HELMET-- Belts must no more than three years old per manufacture date. Helmet must be Snell SA 2010 or newer.

DRIVER'S ATTIRE - Complete approved fire retardant driving suit and gloves required. Eye protection and a Snell SA-2010 helmet or newer required. SFI-38.1 Head and Neck restraints, fireproof shoes, and fire systems recommended.

DRIVING COMPARTMENT & INTERIOR--Steel firewall and floor pan required. Passenger side interior can be tinned over from top of drive shaft tunnel to 12" below passenger window. Cockpit must be completely sealed off from engine compartment and fuel cell. Padding required around driver including steering post Securely mounted fully charged fire extinguisher with visible dial type gauge required. Ribbon or mesh type window net with belt buckle release required. Buckle located at top/front recommended. Clearly labeled push-pull or toggle type kill switch accessible from either side of car required.

RADIO'S – No two way radios allowed. **RACE-CEIVER one way radios are required.**



SPINDLES, HUBS, STEERING--Stock unaltered **passenger car** spindles, hubs (no aluminum), and steering units required. Coleman steel hubs allowed. No lowered spindles. Heim joints allowed on outer tie rod ends. **Fabricated center links allowed.** Steering column must use 2 U-joints.

SUSPENSION--Any stock appearing steel spring that fits in original mount in original position allowed. One steel non-adjustable, nonrebuildable shock, with a welded bearing (on at least one end), with a maximum MSRP \$85, allowed per wheel. Spring spacers, adjustable spring spacer units allowed where shock mounts through spring (front). No Compression or rebound limiting devices. Screw type (screw jack) adjusters allowed front and rear. Rear spring perch and rear upper shock mounts may be fabricated but must remain in stock location. Spring buckets may protrude through floor pan. Rear control arms must be stock length for that year and model chassis and remain in stock location. All other components must remain stock and in stock location, except where otherwise stated. Lower A-frames may have bushings replaced with steel insert type. Rear Control link rubber bushings may be replaced with non-metallic stock replacement parts. Tubular upper A-frames with bolt-in ball joint allowed. No mono ball, heim joints, or clevis' permitted on suspension components. One stock appearing (non spline type) passenger car front stabilizer (sway) bar mounted in stock position on frame allowed. Frame mounted stabilizer (sway) bar adjusters allowed. 1" shock extenders in front and 2" in rear allowed. Screw-in ball joints allowed. No lift bars or traction devices. No Cambered rear ends.

BRAKES--Four-wheel brakes required at all times. Master cylinder must remain in stock location. **Floor mounted pedals allowed.** The Howe stock replacement caliper is the only non-OEM brake caliper allowed. **Directional vane rotors allowed. Maximum rotor diameter 11 3/4" maximum rotor width 1 1/4". Max MSRP \$105.** One OEM brake bias adjuster allowed. Single master cylinder. Rear disc brakes must be stock OEM no specialty after market made for racing rear brakes..

MID SIZE GM METRIC CHASSIS-Lower right A-frame may be 1" longer than stock. Coleman steel hubs or full size GM spindles allowed. Steering center link modifications (to improve bump-steer) allowed. Any stock production rear end allowed, provided that lower

control arm/shock mounts remain in the stock position for the chassis. Aftermarket or S-10 axle required on right side of metric rear ends.

FUEL & FUEL CONTAINER--Fuel cell required. Fuel cell must be located in trunk between frame rails as far from rear bumper as possible. If trunk floor is removed, it is required to install two 2" square tube cross members to the rear frame rails. One in front of, and one behind the fuel cell. Mounting must use 1" square tubing. Minimum 11-gauge container around fuel cell required. Bottom of fuel cell must be at least 10 inches from ground. ASA bar required and must extend below bumper and be triangulated back to main frame. All vents must be valved. Filler tube extensions not allowed. Inlet cannot be on right side of cell. Outlet must be on top. All fuel cells and associated protection bars will be vigorously inspected. Steel fuel lines must be located outside driver's compartment. 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.

Fuel rule continued: 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.**

WEIGHT--Minimum total weight is 3100 # including driver, 52% front axle, and 42% right side. All weights must be properly anchored above bottom of frame rail, outside driver's compartment and painted white and lettered with car number.

WHEELS & TIRES--Aftermarket made for racing, steel wheels, 8-inch maximum width required. No bleeders allowed. Hoosier D800 is the required tire and will be available at the track. One new tire per night. **ALL RACE TEAMS must fill out a Slinger Speedway Tire Card and have it handed in at tech before the car qualifies.** All four tire serial numbers must be legibly written on the card, those tires must be used for qualifying, and races in said race program unless noted otherwise.

RADIATOR--Any metal radiator that does not alter the exterior appearance of car allowed. Fan protection (20 gauge minimum thickness) required. Overflow tank located under hood with hose to windshield required.

BATTERY--Batteries must be securely mounted ahead of rear axle and away from fuel container and lines. All batteries in driving compartment must be in an approved sealed battery box. Maximum 12 volt system. No voltphreakbatteries.

DRIVESHAFT-- Minimum diameter 2½" steel drive shaft required. Drive shaft must be painted a bright reflective color. Safety hoop required on front half of drive shaft. Driver must be protected from drive shaft entering into driving compartment.

ENGINE LOCATION--GM engines: located so that center of the furthest forward spark plug is in line with or ahead of the upper ball joint's centerline, all others allowed a 2-inch set back. Minimum crankshaft centerline height 10 ½" (front and back). Max offset (right to left) 3".

Engine setback will be checked at centerline of spindle with referee in 2018.

TOW HOOKS--Tow hooks on front and rear required. ¼" cable has proved inadequate

ENGINE--Engine highly recommended being of same manufacturer as chassis and body. Maximum of two valves per cylinder. No aluminum blocks or heads. Maximum displacement 362cid (Chrysler products 373cid). All engines must meet following specifications regardless of manufacturer: Stock or stock replacement cast iron unaltered heads (no porting, polishing, acid dipping, or gasket matching allowed) required. The only stock replacement heads allowed are World Products SR I052 #4266B and #4267B. Maximum 2.02-inch intake and 1.6-inch exhaust valves required. Valve spring retainers are the only titanium parts allowed. Flat top pistons required. A minimum of zero deck height required. Maximum 10.8 to one compression ratio. Magnetic steel connecting rods only. Honda journal rods not permitted. No Bowtie, Vortec or 18-degree heads allowed on GM products. Production type steel crankshaft with normal configuration counter weights required. All crankshafts must be a minimum of 44lbs. A ¾"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 oil level. Hole in windage tray in line with inspection hole required. OEM mechanical fuel pump, in stock location, required.

CAMSHAFT & IGNITION--Hydraulic cam/lifters only. Lifters must pass minimum 100/1000 leak-down test. Absolute maximum lift at valve: GM-.490 inch, Ford/Mopar-.520 inch. Roller tip rocker arms allowed, but must retain original pivot type (ball & socket). No solid lifter or roller cams allowed. Stock type (HEI) ignition components only. Firing order may not be altered. No MSD boxes or dual-point distributors.

CARBURETOR--Stock unaltered 500 CFM Stock Holley 4412 2 bbl. or Dorton 003-0, or 1 3/8" Rochester allowed on all cars. No alterations except removal of choke "Butterfly" allowed. 1 1/2" maximum adapter/spacer plate (gasket included) allowed. Carb adapter plate may not be tapered, beveled or grooved. Double return springs and air cleaner required to act as flame arrestor. No air induction boxes or ram air units allowed. Steel or steel braided fuel lines required, metal fuel filter required.

INTAKE & EXHAUST MANIFOLDS--Completely stock passenger car 2-bbl. cast iron intake or Edelbrock Performer-2101 or RPM-7101 intake manifold required. No grinding, polishing or altering allowed. No Bow-Tie manifolds. Completely stock cast iron exhaust manifolds required. No grinding, polishing or altering allowed. Center dump and log style manifolds allowed. Max exhaust manifold inside diameter 2-1/16-inches. No cast iron header style exhaust manifolds allowed.

EXHAUST SYSTEM--Maximum diameter 2½" before collector and/or muffler, 4½" maximum diameter behind muffler. Exhaust must exit left or rear and behind driver. Effective mufflers required. collector or muffler must not be located forward of transmission. 95-decibel limit. Exit under car is highly recommended. No car expelling flame, smoke or backfiring allowed.

REAR END--Rear end may be open, or locked by welding spider gears or use of spool only. Tread width will be checked. Solid axles only. NO Cambered Rear Ends.

Ford 9" rear end allowed in any make car provided the lower control arms and shock mounts remain in the stock position for that chassis. No limited slip, Detroit lockers or posi-traction rear ends allowed. A ¾" **inspection plug required in rear cover located above oil level and be wire tied.**

TRANSMISSION--Stock automatic transmission with operating 11-inch minimum diameter torque converter. Torque converter post-race inspection will occasionally be required. Option 1; install drain plug in torque converter. Option 2; remove torque converter for detailed inspection. All forward and reverse gears must operate. Transmission overflow bottle required, No rubber transmission lines, transmission cooler not allowed in driver compartment. A stock manual three or four speed steel OEM or M21 transmission allowed. All gears must operate. No straight cut gears, gun drilled main shafts, or lightening of or removing of gears or body allowed.

Transmission rule continued: Must use stock or stock replacement all steel pressure plate and clutch disk (minimum weight 15.5 lbs) and steel or cast iron flywheel (minimum weight 15.5 lbs.) Clutch disc must be minimum 10 inch diameter with stock full fiber disk. All manual transmissions must run a steel bell housing or a scatter shield constructed of 1/8 inch steel covering the top 180 degrees of the clutch .

CRATE ENGINES--GM Crate motor (P/N 88959602) allowed with Holly 650 carburetor (P/N 80541-1). GM specifications and inspection procedures will be followed. Crate engines are allowed to run a non stepped, non 180degree, header with a max 1 5/8" diameter and max 3" collector, maximum MSRP \$250. All crate motors must use the MSD Soft Touch Rev Control system with the 6400 rpm chip. All crate motored cars have a base weight of #3100. No double roller timing chain. **Inspection plug required, call tech staff for installation and rebuild/repair regulations.**

FORD AND CHRYSLER EXCEPTIONS--Ford and Chrysler will be permitted some variation to improve competitiveness. Such variation requires prior approval by director of competition. Weight adjustments may be made to retain competitive balance.

BODY AND APPEARANCE— Wheelbase must be over 106". Body can be lengthen or shortened no more than 4 inches from OEM measurement. All bodies must remain stock appearing with complete fenders, quarter panels, doors, roof, hood and trunk lid. stock steel roof with A, B, & C posts required. Five Star Fiberglass Metric Monte Carlo roof allowed. No truck bodies allowed (El Camino & Ranchero excepted). Stock steel or professionally built metal bodies required. Bodies cannot be shortened, chopped or channeled, light moldings and stock appearing metal grill required. All doors must be welded shut. Stock hood with reinforcements removed or fiberglass hood required. Hood latch must be removed. No multi-plane spoilers. 49"

Minimum roof height (25 lb weight penalty per 1" low) measured 10" back from windshield. Maximum spoiler length 5". Maximum spoiler width 60". Spoiler may not extend outside body by more than 1-inch. No wings or skirts allowed. No air scoops or holes in hood allowed. Filler panels painted with reflective colors required. Front and rear bumpers must appear stock. Bumper ends must be capped or connect to body. Professionally appearing and attractive grill/radiator opening required. All aftermarket nose pieces must match make (GM on GM, Ford on Ford) of body. Stock or Lexan windshields required, all other windows (if used) must be of Lexan. Sunroofs must be closed in with steel. Body must be within 2" from outside of tires. ARP Plastic Bodies are legal only the following part numbers 115015A through M. ARP bodies must meet template dimensions per ARP specs. No mixing and matching of "old" body styles with "APR" bodies.

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.

ANY RULE INFRACTION OR UNJUSTIFIED CONDUCT COULD RESULT IN
SUSPENSION AND / OR FINES ALL RACE CARS MUST BE CLEAN AND NEAT
APPEARING
RACE CAR WILL NOT BE ALLOWED TO COMPETE UNTIL ALL INFRACTIONS ARE
CORRECTED AND RACE CAR PASSES INSPECTION.

Slinger Speedway reserves the right to make rules and adjustments at any time to maintain competitive racing. ALL illegal parts will be confiscated and not returned.

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. Slinger Speedway members will pay a reduced pit pass fee.

No consumption of alcohol in the technical inspection area until all race cars have passed inspection. Drivers are responsible for the conduct of all crewmembers. Slinger Speedway has the right to refuse entry. Fines and points will be imposed to drivers.

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.