



Slinger Speedway Auto Racing, Inc.

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2018 Slinger BEES Stock Compact Car Rules and Specifications

Any 4 cylinder, non-turbo, front wheel drive passenger car is eligible to compete. Maximum wheelbase is 104". All reduced production/special application/performance cars are subject to additional requirements and/or limitations to ensure competitive equity. No convertibles, T-tops, two seat, sports cars. All Wheel Steer cars and special manufactured cars allowed only with prior approval. Slinger CRX cars will be grandfathered in for 2018 rule may be adjusted for 2019.

This division will have a break out rule. At any time during qualifying, heat race, semi feature race, or feature race a car breaks out (is faster than the break out time) the car will be black flagged from that event and done for the event. All points and money will be forfeited. The break out time will be 15.20 seconds. **NO 4 WIDE Racing**

WEIGHT RULE: (All Weight added to the car must be painted white & have car number on it)

0 to 1999 cc's = 2200 lbs.

2000 to 2299 cc's = 2300 lbs.

2300 to 2400 cc's = 2400 lbs. Two valves OHC add 50 lbs. Three valves per cylinder add 75 lbs. Four valves per cylinder add 100 lbs. **NO VTech** engines. All weights included driver. Ballast must be securely fastened to rear seat foot well using the sandwich plate method. Any car with an apparent time advantage can and will at promoter's discretion be required to add additional weight in increments as determined by the tech inspector. The added weight will be placed in the location designated by the inspection staff. **Car weight must be clearly displayed in 1.5" minimum height numbers on the right side A post. If you plan to be fast or think you will be fast, be prepared this means bring weight and bolts.**

ENGINE: Engines and transaxle assemblies must remain completely stock for year make and model of car. Factory V.I.N. # must remain intact on left front corner of dash. On board computer and factory wire harness must be OEM and unaltered. **All PCM's are eligible for claim and or swap.** Altering, reflashing, 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 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 differentials.**

BODY & TRIM: Remove all interior trim, carpeting, rear seat cushions, passenger seat, headliner, etc. and Dashboard must be left in place. If drivers door trim panel is removed a plate with protective material must be securely fastened in place of the door panel. No gutting of doors, fenders, trunk lids or hatchbacks (all body panels must remain stock and stock appearing)

2018 Slinger BEES Compact Car Rules and Specifications page 2

Body & Trim Continued: Fenders may be moderately trimmed for clearance. Disconnect any air bags if so equipped. Remove all glass, except windshield (windshield cannot be cracked as to impair drivers vision). 1/4" Lexan windshield with three evenly spaced 1"x1"x1/8" steel angle iron braces allowed. Approved stainless steel mesh screen with braces allowed. If mesh screen is utilized, all edges must be wrapped and burr free. Braces must be securely attached on top and bottom and located inside windshield for support. All exterior lights and trim must also be removed with the exception of the third brake light. Front and rear bumpers and bumper covers must be chained or cabled to the frame. Drivers door must be welded shut at both front and rear edge with no less than 4" X 4" X 1/8" thick steel plate and passenger door must be welded, chained, or bolted shut.

BODY & TRIM continued: Driver's side door padding and door plate recommended. All holes in the firewall must be covered with steel sheet metal and all openings between the driver's compartment and the trunk area must be covered with steel sheet metal. Body must remain stock appearing. Clear Lexan spoiler may be added. Must be no more than 4" high and 56" wide. No other aerodynamic improvements or modifications of any manner permitted.

EXHAUST: **Stock exhaust must have a functional muffler** and meet our 95 db rule. and must remain under car, 2 1/2" O.D. exhaust max. **NO HEADERS**, if your cars comes with a header it's most likely not legal in this division. Exhaust must exit rear of car behind the driver.

BRAKES: All cars must have four-wheel functioning brakes operating at all times. The brakes must be stock and unaltered. Third brake light is highly recommended.

ROLL CAGE: 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 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 of and four inches below 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 driver's head and door area are required.

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 ONLY.** Must maintain a 4 1/2" ride height for any component, body panels, and frame. Minimum clearance will be measured with driver in car as raced position. Cut, heated, or altered struts/springs **not allowed.** Front cross-member must remain at stock ride height. Rear ride height cannot be lower than front cross-member height. OEM remote adjustable shocks must be disabled. Front spring spacers, spacer blocks, or weight jacks not permitted. Rocker box must be at production height. Maximum camber on any wheel allowed is 1 1/2 inch on front and 1 1/2 inch on rear measured at the wheel. NO rear steer is permitted. Camber, 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. **Cars that are competing at Jefferson in the Bandit class that utilize cut springs will be given a two race event exemption from that section of the rulebook. After two race events they must be in full compliance with the Slinger rules to be eligible to compete.**

WHEELS & TIRES: All four wheels must have 1" diameter lug nuts and the wheel stud must protrude thru the lug nut. 13", 14", 15" OEM Steel Wheels with maximum 6" width measured at the bead. 3/16 spacers allowed on racing wheels only. 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 4-1/2" rear and max 3-1/2" front backspacing and width not to exceed 6".**

2018 Slinger BEES Compact Car Rules and Specifications page 3

Wheels & Tires Continued: No bleeders allowed. Passenger car tires only 60, 65, 70, 75 series tires only (Must be approved by Slinger Super Speedway Officials). **No performance, directional, racing or off road tires allowed.** Tires may not exceed \$70 MSRP. All original manufacturer tire markings must 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 question, approvals must be made in printed form prior to the race and must be signed by track promoters and a technical official. Wheels & tires must be same size & series per axle. Minimum Tire hardness of 380 utqgr (uniform tire quality grade rating). Any use of Tire softening agents, of any type prohibited.

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.

FUEL TANK: If 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 thru driver's compartment.

SAFETY EQUIPMENT: Aluminum racing seat required to be mounted to the roll cage and seat frame tube. Seat must be bolted using minimum of four 3/8" dia grade 5 bolts with fender washers. All seat spacer blocks must be steel, no wood, plastic or alum permitted. Snell SA 2010 full face, or newer helmet required. Must wear shielded helmet or goggles. Approved nomex or other flame retardant driving gloves are required. Window nets are mandatory and must be

located in a manner as to offer the driver the most protection. 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. Aluminum racing seat with 5 point racing harness is required. Belts no more than 4 years old and must be in good condition. All safety restraints must be mounted in a manner approved by the restraint manufacturer and speedway technical officials. 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.

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 preregister 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 stock appearing bodies, painted and lettered in contrasting colors. Registered number will stay with the driver for the season. Any driver caught "jumping" (Driving someone else's 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.

Drivers returning to this division from a Super Late Model, Late Model, Area Sportsman, or Midwest Sportsman division **may not** be allowed to race. Contact Slinger Speedway promoter for clarification prior to season or race event.

2018 Slinger BEES Compact Car Rules and Specifications page 4

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. Track has the right to claim any car at any time for \$1000.00 minus racing seat and safety belts. All non-complying components will be seized by track officials

NO TWO WAY RADIOS or any other device capable of communication.
Any type of in car lap timer is prohibited.

RACE-CEIVER one way radios are required, channel 1565.

NO TWO WAY RADIOS



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.**

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.

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

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.