

Slinger Speedway Auto Racing, Inc.

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Section 10 2019 Slinger Sixers Rules and Specifications

10.1 Eligible Models

Any 6 cylinder front wheel drive ,domestic (GM/Ford/Dodge), non-turbo, non-super-charged and non-special edition (ex: GTP, SHO models) is eligible to compete. No convertibles, t-tops, two seat, sports cars.

10.2 ROLL CAGE

Roll cage must have a rear hoop and at least one crossbar for each door. Maximum 4-point cage with three door bars. Minimum size 1 1/2" od x .095 round steel tube. No rear kickdowns. No front hoops. Single bar radiator crash protection bar allowed (maximum width is headlight to headlight). Proper padding to protect driver's head and door area are required.

10.3 BODY & TRIM

Remove all interior trim, carpeting, rear seat cushions, headliner, etc. and Dashboard must be left intact. No gutting of doors, fenders, trunk lids or hatchbacks (all body panels must remain stock and stock appearing). Hood and trunk must be pinned. 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. Front and rear bumpers and bumper covers must be chained or cabled to the frame (bumper covers must be attached to the fenders with aluminum plate). All doors 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.

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. No aerodynamic improvements or modifications of any manner permitted.

10.4 ENGINE

All engines and components must remain stock. Only modification is an after-market air filter. No anti-freeze. Radiator screens recommended.

10.5 EXHAUST

Stock exhaust must have a functional muffler and meet Slinger's 95 db rule. Exhaust components 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.

10.6 DRIVELINE

No locked or limited slip differentials No manual transmissions. Stock unaltered automatic transmissions only. After-market transmission coolers allowed.

10.6.2 BRAKES

All cars must have four-wheel functioning brakes operating at all times. The brakes must be stock and unaltered. No drilled or slotted rotors. No brake bias or shut offs.

10.7 WEIGHT RULE:

No minimum weight for this class at this time. Slinger officials reserve the ability to require any car to add weight to insure competitive balance in this division.

10.8 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. 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 may not exceed stock specifications for that make and model car. NO rear steer outside factory specifications 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.

10.8.1 WHEELS & TIRES

13", 14", 15", 16" OEM steel or aluminum wheels with maximum 7" width measured at the bead. Stock wheels may not be altered in any way. No wheel weights allowed. 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 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 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 400 utqgr (uniform tire quality grade rating). Minimum durometer rating of 65. Any use of Tire softening agents, of any type prohibited. No hubcaps are allowed.

10.8.2 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 or lithium batteries.

10.8.3 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.

10.9 SAFETY EQUIPMENT

Aluminum racing seat required to be mounted to the roll cage and seat frame tube. Seats 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 net 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. 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 Slinger 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. Race mirrors are permitted.

10.9.2 RACE-CEIVER/TRANSPONDER

Raceceiver or equal one way radios tuned to channel 1565 are required. NO TWO WAY RADIOS, cell phones or any other device capable of communication. Any type of in car lap timer is prohibited. Amb transponder required. Must be mounted on the passenger rear seat foot well area.

10.9.2 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.

10.9.4 MISC.

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 or race participants have the right to claim any car at any time for \$800 minus racing seat and safety belts. Refusal to submit to claim will result in disqualification of car, and driver for the remainder of the season. All non-complying components will be seized by track officials.

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.

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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.

If it does not say you can do it, don't do it, check with Slinger tech officials before any modifications. Slinger Speedway rulebooks are available to all competitors. Competitors are required to follow the rules and specifications as set forth in Slinger Speedway's 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.

PRACTICE/QUALIFYING:

As time and schedule permit.

RACE:

Race length will be based on number of entries.

First week's lineup determined by drawing a number in the pit shack upon entry. Winner from previous race starts at back.