

# **SLINGER SUPER SPEEDWAY OUTLAW MODIFIED**

**1. CAR ELIGIBILITY/FRAME**-Factory production complete full 1964 or newer parallel American rear-wheel drive passenger car frames only. No Jeep, Bronco, sports car, four-wheel-drive or front-wheel drive frames allowed. (No Full Bodied Cars Allowed) Frames may be cut in rear only at point no further than 36 inches from center of rear-end housing. Stock stub only, No fabricated tube-type stubs or Uni-Body type front stubs allowed. Frames may not be widened or narrowed and must be able to support roll cage on both sides. Front cross member must remain intact where joined at the frame rails; center of cross member may be notched for radiator and/or steering clearance only. Frame may be notched for tie rod clearance. Top of frame may be notched for A-frame clearance. Minimum 3" ride height (exception is front cross member). No cutting or drilling holes in frame for weight reduction purposes.

**2. ROLL CAGE**- Maximum 4 inch wide by 4 inch tall frame stiffener may be welded directly to outside of left OEM frame rail. Left side OEM frame rail may be notched for seat and foot clearance Must consist of continuous hoops, minimum 1.500 inch O.D. tubing, with a minimum wall thickness of .095 inch for the main cage. Frame mounted in at least 6 places, low carbon or mild steel recommended. Must consist of a configuration of front, rear, and top hoops connected by tubing on the sides or side hoops. Driver's head must not protrude outside cage with helmet on. Foot protection bar(s) required. Main cage no further forward than rear of engine. All bars forward of the cage must be lower than the hood.

## **3. BODY CONFIGURATION GUIDELINES**

A 108"min | 61"min 66"max

B 28"min 38"max

C 34"min 48"max

D 106"min 120"max

E 72"max

F 22"min 31"max

G 42"min 54"max

H 12"min both sides 1"max both sides

J 44"min 52"max

K 41"min 56"max

L N/A

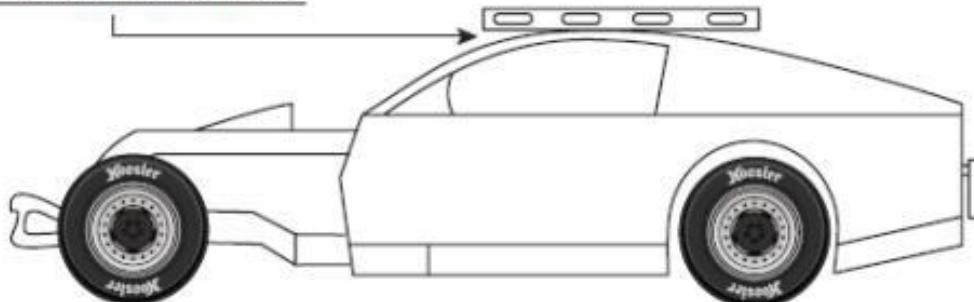
M Windshield must be sealed from engine compartment

N 8" min. / 90 degree Solid material

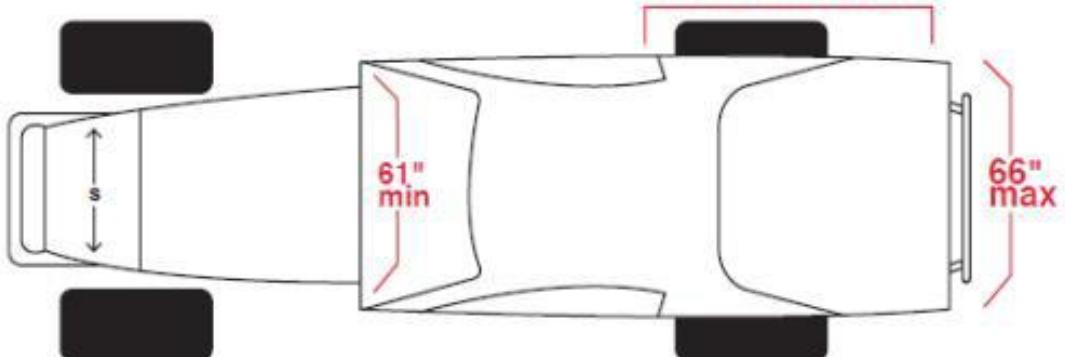
O 16"min 20"max  
P 6.5"center to center  
Q 3" minimum  
R 19"max must be same both sides  
S Min. 24" nose must be flat and flush with sides.  
T 66"max  
U 2"max clearance at rear of roof and 5" at top front.  
V N/A  
W N/A  
X 2"max at rear of car  
Y 4"max interior slope from front to rear  
Z Must be same both sides

## 37. BODY CONFIGURATION GUIDELINES

**ROOF RAKE: 5" MAX  
HIGHEST POINT TO 2" BACK  
OF FRONT WINDSHIELD.**

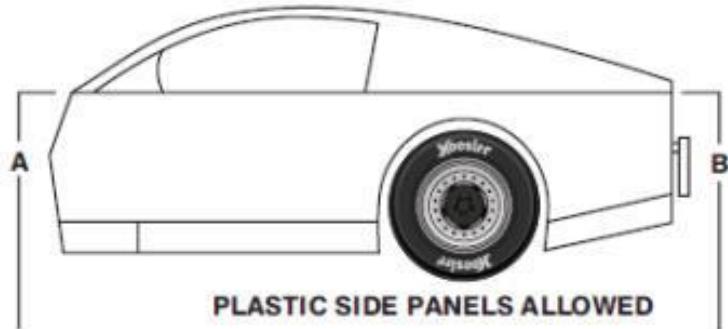


**DO NOT FLAIR BODY OUT**

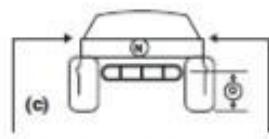


**THE BODY MAY NOT GO  
PAST THE REAR BUMPER.  
THE FRONT NOSE MAY GO  
PAST THE BUMPER 3" MAX.**

**FRONT OF DOOR TO REAR OF  
QUARTER PANEL 5" MAXIMUM  
A TO B**



**Rear quarter panel cannot be over 2" different left to right in total height. No flat or concaved roofs. Sail panels must be the same on both sides of the body and in the same location.  
(Plus or minus 2")**



**Rear quarter panel cannot be over 2" different left to right.**

A	108"min	I	61"min 66"max	Q	3" minimum	Y	4"max interior slope from front to rear
B	28"min 38"max	J	44"min 52"max	R	19"max must be same both sides	Z	Must be same both sides
C	34"min 48"max	K	41"min 56"max	S	Min. 24" nose must be flat and flush with sides.		
D	106"min 120"max	L	N/A	T	66"max		
E	72"max	M	Windshield must be sealed from engine compartment	U	2"max clearance at rear of roof and 5" at top front.		
F	22"min 31"max	N	8" min. / 90 degree Solid material	V	N/A		
G	42"min 54"max	O	16"min 20"max	W	N/A		
H	12"min both sides 1"max both sides	P	6.5"center to center	X	2"max at rear of car		

**3a. APPEARANCE**-Numbers: 18-inches on both sides, and roof, additional numbers approximately 6" high on upper right side corner of windshield & on upper left rear filler panel. Body may be any make or model with any style body. Stock appearing roof required. Cars must have a hood which covers the motor and radiator. Any flares must not be out past tires. No special wings or anything in front of front tires. Rear Filler Panel recommended. Rear of car should not be painted solid black & should have color contrast other than solid black.

**3b. TOW HOOKS**-Tow hooks on front and rear are required and painted white.

**3c. BUMPERS & NERF BARS**-Steel bumpers required front and rear. Two (2) bar front bumper is mandatory. Maximum size is = 1-1/2" X .095" mounted to frame-end, no wider than width of material outside frame horns and with bottom loop parallel to ground. Top bar must be directly above bottom bar, minimum 6.5 inches apart. One single bar rear bumper is required. Maximum size is = 1-3/4". Wrap around rounded rear bumpers highly recommended. The required fuel cell protection bar (maximum size = 1-1/2" X .095") may be attached to the rear bumper. One single nerf bar between the front and rear wheels, on each side of the car are allowed. Maximum size = 1-1/2" X .095". They are to be attached to the cage at the front and rear sections of the nerf bar. No center supports are allowed on the nerf bars. All bumpers and nerf bars must be capped with no sharp edges and not extend out past the width of the sidewall of the tires.

**3d. HOOD**-Must completely cover the top of engine and radiator and must extend from the nose piece to the deck. Hood may be made of metal, aluminum, or fiberglass and must provide a seal to the top of the engine compartment and cannot cover side of engine more than 5". Hood scoops okay.

**3e1. WINDSHIELD**-Windshield recommended Minimum of 1/8 inch thick Lexan in front of driver. Two interior supports 1 inch wide and 1 inch deep (not plastic) recommended. Windshield must be able to deflect any debris or oil that might

enter driver's compartment from the front. If bullet-style windshield used, center window bar recommended. If no windshield is used a minimum of three (3) windshield bars 5/16" in diameter is required and must be mounted in front of driver.

**42. SPOILER**- A clear see thru Lexan spoiler with NO lettering is required with a Maximum height of 5" tall x 66" width with spoiler not extending outside body; 43" max height from ground with driver; must not extend down the side or outside rear quarter panels, no wings, side skirts or wicker bills allowed. Rudders or forward mounted brackets will not be permitted. 2-week grace period for non-compliance.

**4. FIREWALL**-Must be metal or aluminum with minimum sized holes for throttle, etc. Firewall must be sealed from engine compartment.

**4a. FLOOR**-Must be metal or .125 aluminum. Must cover entire driver's cockpit to rear edge of seat.

**4b DRIVING COMPARTMENT** - Cockpit must be completely sealed off from engine compartment and fuel cell. Roll bar padding required around driver; Recommended: Fire retardant padding. A securely mounted operational 2-½ pound minimum fire extinguisher with gauge visible for inspection purpose is mandatory. Extinguisher must be mounted in a quick release bracket. Fire suppression systems are recommended. Driver-side window net required, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. Clearly labeled push-pull or toggle type kill switch accessible from either side of car is required. A gas pedal toe bar (kick-up) is highly recommended. No driver-adjustable devices allowed while car is in competition except brake adjuster. No carbon fiber interior components will be allowed, likewise, no carbon fiber or titanium components allowed anywhere on car.

**5. WHEELBASE & TRACK WIDTH**-Minimum Wheelbase 108" both sides no tolerance. Maximum track width (front or rear) shall not exceed 78" measured outside to outside of tire.

**6. SUSPENSION**-Stamped steel OEM replacement lower a-frames; rubber, nylon, or steel lower a-frame bushings; Heims; welded or bolted shock mounts on lower a-frames; Lower a-frames must be right and left, and of the same design. Lower a-frame mounts and bolt holes on frame must be in OEM location.

OEM type ball joints only. Sway bar must be OEM type, no splined bars; no rear sway bars (back of car)

**7. SPINDLES**-No Fabricated Spindles (OEM Type cast spindles) reconditioned cast OEM spindles allowed P/N#3448B LH and P/N#3449B RH.

**8. WHEELBASE & TRACK WIDTH**-Minimum Wheelbase 108" both sides no tolerance. Maximum track width (front or rear) shall not exceed 78" measured outside to outside of tire.

**9. SPRINGS**-Only springs allowed are one steel, non-progressive coil spring and/or steel leaf spring per wheel. Coil Springs must be at least 4.5" inches in O.D. No Torsion bars or air bags. Leaf spring rule: Steel multi leaf springs allowed. Other suspension parts not allowed include floating leafs, half leafs, mono leafs, or top springs. Aluminum lowering blocks and adjustable rear shackles are allowed. Solid bar 3rd link only.

**10. SHOCKS**-One steel shock per wheel that is non-adjustable; unaltered, with a welded bearing on one end of shock minimum. No bulb-type, threaded body, coil over, air, or remote reservoir shocks. No Schrader valves or bladder type valve allowed. No external or internal bumpers or stops. Maximum 2.125 inch O.D. shock body. No shock covers allowed. All shocks must be completely collapsible and extendable at any time. Max MSRP of any shock \$169.99

**11. HUBS**-Steel hub and rotor (2 piece allowed) No aluminum hubs. No Wide 5 Hubs allowed

**12. STEERING**-No rack & pinion allowed. Steering box with center link style required must be steel in OEM location. (OEM aftermarket type center link allowed) Exceptions are inner/outer tie rod ends may be replaced with heims and adjuster sleeves, steel or aluminum. No one piece steering shafts; must have minimum 2 swivel joints for safety. Quick release steering wheel hub required. Collapsible steering shaft recommended. No electric power steering units.

**13. REarend**-Spool type differential only. Any 3 or 4 Link Steel Floater type or steel tube quick change rear end allowed. Minimum 10" ring & pinion quick change. No cambered or torsion type hubs or drive plates. All Links, trailing arms & top link must be solid link from heim to heim NO Springs, Biscuits or Rubber bushings allowed. No Lift Bars Allowed. No Birdcages or Senneker T-arm assemblies or bridge kits allowed. No open tube or cambered (1/2 degree tolerance) rear ends. No cambered or torsion type hubs or drive plates. One-piece straight spline drive plates only. Magnetic steel axles required. Steel coil-over eliminators, or steel or aluminum coil-over kits allowed on rear end only with 4.5" minimum spring, must conform to shock and spring rules. All drain plugs must be

safety wired.

**14. BRAKES/ROTORS**-Four wheel brakes required at all times. Single piston steel "GM" calipers only, Max MSRP \$117.99. Single or dual master cylinder after-market brake pedal is allowed. No floating or self-centering rotors. No ABS units, brake recirculation systems, or floating caliper brackets. Only one brake bias adjusting unit allowed. No "wheel fans" or blower motor devices allowed. Directional vane rotors allowed with a maximum MSRP \$123.

**15. ENGINE**- American make 8 cylinder small block engine allowed with max CID 410. Steel block. No machine work to the outside of block. Wet sump oiling system only. (NO LS Series Engines Allowed)

**15a. CRATE ENGINES-GM 602 CRATE ENGINE**- (P/N #19258602) must be used as produced from factory; motor will be allowed one Holley 4 bbl 650 cfm carburetor #80541-1 (with no modifications) with no adapter plate or spacer. One .065 paper gasket allowed. Crate engines must run stock style HEI distributor with coil in cap and a maximum timing of 34 degrees. MSD Soft Touch Rev Control Part #018-8728 or 018-8727CT with a maximum 6200 rpm chip required. Box must be mounted out of reach of driver. Maximum compression can never be greater than 9.2:1. All crate engines may not be altered from factory specs. Any evidence of tampering with engine components will result in disqualification, confiscation, fine, and suspension for balance of season. Slinger Speedway Tech staff reserves the right to impound motors for inspection or dyno testing. No refreshing, buy new instead. Some repairs may be allowed with prior UMA management approval. No Ford or Chrysler crate engines allowed.

**15b. IRON HEAD CONCEPT ENGINE**- Two valves per cylinder. No aluminum blocks or heads. GM & Ford - 362 CID maximum, Chrysler - 373 CID maximum. All engines must meet the following specifications regardless of manufacturer: Stock or stock replacement cast iron heads with factory valve angles. GM Bowtie numbers 14011058, 10134392,(casting number 14011034 and 12480034), World Products Sportsman II numbers 011150, 011250 & Dart Iron Eagle numbers 10110010-10220010 allowed. Ford 351N and 352N heads, World Products Windsor Sr. 053040 allowed. Chrysler 5249769, 4529446, Casting numbers must be visible on all heads. Minimum combustion chamber 62cc, maximum 2.02-inch intake and 1.6-inch exhaust valves required. Flat top pistons required. A minimum of zero deck height required. 10.8 to one maximum compression ratio. Connecting rods must be magnetic steel. Rod journal minimum diameter 1.900". Oil pan minimum depth 6.5". A 3/4" 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 sump area (oil level). Hole in windage tray in line with inspection hole required. Valve spring retainers are the only titanium parts allowed. No radius edge lifters. Lifters must be able to rotate in their bores. No roller or mushroom cam/lifters. Maximum valve lift - .600" (measured at retainer). OEM style rocker arm mounting required. Firing order may not be altered. Ignition system may not be computerized, programmable or have memory circuits. No magnetos, crank trigger, multiple coil or programmable ignition systems allowed. Production type steel crankshaft with normal configuration counter weights. No dry sump or vacuum systems of any kind allowed. External single stage oil pump allowed on Ford engines. OEM type, mechanical fuel pump, in original location, required. Chrysler engines add 20 lbs. for CID over 362. Intake Manifold: Edelbrock Victor Jr. 2975 (GM), 2915, 2920. (Chrysler), 2921, 2980, 2981 (Ford). Plenum and port configuration must remain as produced. No adapters/ spacers between intake and heads.

**15c. OPEN CONCEPT ENGINE**-American make 8 cylinder small block engine allowed with a maximum cubic inch of 410cid. No aluminum blocks. (NO LS Series Engines Allowed) No machine work to the outside of block (lightening). Wet sump oiling system only. No magnetos. Aluminum cylinder heads allowed with 25 lbs. bolted in front of the torque plate on each side of the engine; with a total weight package of 2650 minimum. Roller cam allowed. Motor mounts cannot be removed or altered. Castings and fittings must not be changed.

**16. ENGINE COMPARTMENT**-Rear of engine must be mounted at least 72 inches forward from centerline of rear axle. Engine offset must be kept within 2 inches of centerline of front cross member with engine level. Radiator must be mounted in front of engine & radiator must be behind the front cross member. Cooling system may be modified. No anti-freeze allowed. Accumulators cannot be mounted between driver and left-side door.

**17. RADIATOR/COOLING**-Metal radiator mounted in front of engine radiator must be behind the front cross member. Fan protection and overflow tank located in engine compartment required. Water pump must be stock type in stock location. Electric water pumps are not allowed. Antifreeze is not allowed. Oil and transmission fluid coolers are not allowed in driver's compartment.

**18. IGNITION SYSTEMS**-All Engines must be equipped with a Distributor Type Ignition System, No crank fire ignitions. All cars must have ignition switch clearly labeled. Ignition disconnect switch must be located within reach when standing outside the car (easily accessible to emergency personnel.) Vacuum advance may be removed and the pick-up coil locked. MSD, any brand, or GM electronic boxes

are allowed. No magnetos. No electronic traction control devices of any type.

**19a. CARBURETOR IRON HEAD & OPEN CONCEPT**-The Holley Ultra HP Carburetor is not allowed. Holley 4412 Carburetor Rework Guidelines: Body of Carbs: No polishing, coating, grinding, or drilling of holes allowed. Gasket surfaces may be machined for improved sealing. The choke may be removed, but all screw holes must be permanently sealed. Choke horn may not be removed. Boosters may not be changed including no additional holes. Height, size, and shape must remain standard and unaltered. Venturi area must not be altered. Casting ring must not be removed. Base plate must not be altered in shape or size. Butterflies: Must not be thinned or tapered. Screw ends may be cut even with shafts, but screw heads must remain standard. Throttle Shafts: Shafts must remain standard and must not be thinned or cut in any manner. Holley 4412 HP metering block is allowed but cannot have any additional fuel passages drilled and or plugged. Standard 4412 metering block may be drilled/plugged, but can only have a total of 3 fuel passages per side of block, must remain stock appearing for carb style, no aftermarket blocks permitted. Any attempt to pull outside air other than straight down through the venture is not permitted. Jets may be changed. No dial-a-jet devices. No addition of any material, such as epoxy, may be added to carb or parts except to seal vacated external screw holes. Epoxy allowed on boosters of 4412-2 bbl. at main body only. (No fuel injection)

**19b. CARBURETOR 602 CRATE**-Holley 4 bbl 650 cfm carburetor #80541-1(with no modifications) with no adapter plate or spacer. One .065 paper gasket allowed. Double return springs required. (No fuel injection)

**20a. CARB ADAPTER**- 1-5/8" max thick w/gaskets. Original orientation required, adaptor may protrude into plenum of Intake Manifold by a Maximum of 1/4". Adaptors are one piece only. Tapered or Beveled Adapters Allowed. (THIS DOES NOT APPLY TO 602 CRATE ENGINE PACKAGES)

**20b. AIR FILTER**-All air must enter engine through top of carburetor ONLY; Air filter maximum size 14-inches outside diameter by 4-inches high. No flow enhancers or cold air induction permitted. K&N filters permitted. Air filter is mandatory to act as a flame arrestor.

**22. TRANSMISSION**-Must have at least two forward gears and one reverse, plus a neutral position. With engine running and car in still position, must be able to engage car in gear and move forward, then backward. OEM production type transmissions approved. Aftermarket transmissions (Bert, Brinn, Falcon) allowed. (2-speed, 3-speed, 4-speed and automatic). No 5-speed or more transmissions, No 'in and 'out boxes allowed. Standard clutch type transmissions must have a

blow proof bell housing (steel or aluminum). Automatic transmissions must have an approved scatter shield.

**23. DRIVESHAFT**-Steel Only; 2" minimum diameter. No energy absorbing or carbon fiber drive-shafts allowed. No chromoly steel allowed. Drive shaft must be painted white. Safety hoop required on front half of drive shaft. Driver must be protected from drive shaft.

**24. CLUTCH**-Performance grade stock or racing clutch permitted. Minimum diameter 5½". No carbon fiber clutches allowed. A scatter shield or safety bell housing required when stock clutch is used. Inspection hole required in bellhousing.

**25. FUEL**-Gasoline only (Racing Fuel Allowed) No E-85 or oxygenated or other performance enhancers. No alcohol or nitrous.

**26. FUEL PUMP**-Fuel Pump Stock type mechanical drive (belt drive ok) NO electric fuel pumps.

**27. FUEL CELL**-Slinger Speedway approved racing fuel cell of any capacity. A (1/8") 11-gauge steel fuel cell can or fuel cell protector plates are required. If 1/8" thick steel protector plates are used; plates must cover the sides and rear of the fuel cell. Fuel cell can of 1/8" thick steel shall have a one-inch lip and front, bottom and rear will be one piece. The top of the can will use current 18 or 20 gauge top and cell must be banded both ways with two steel (1" x 1/8") straps in each direction. Cell may have plastic or rubber style bladder, foam baffle and rollover valve. Fuel cell must be mounted with 1" square tubing behind rear axle, between frame rails and must be totally enclosed from the driver compartment. Fuel cell must have rear protection bar and must extend below fuel cell and be braced back to main frame with a minimum of 1 1/2" X .095" tubing. Bottom of fuel cell must be at least 10 inches from the ground. Fuel filler must be accessed through deck lid; filler spout may be extended, but not connected to bodywork. Aeroquip or equivalent gas line required; routing must be outside of cockpit and protected from damage. The use of U style cells has been prohibited.

**28. EXHAUST**-Headers or cast-iron manifolds allowed on all engines (No Tri-Y Headers or stainless steel headers allowed.) Mufflers required and 100-decibels Max at 100 feet. Any car not meeting the 100 decibel rating will add 25#'s for the night, & must remedy the issue before next visit.

**29. BATTERY**-12-volt systems max. Batteries must be securely mounted ahead of rear axle, away from fuel cell and lines. All batteries in driving compartment must be in approved sealed battery box. Battery disconnect switch highly recommended & must be located in center of driver compartment accessible to

the safety team from the passenger side window.

**30. WEIGHT RULE / ENGINE PACKAGE** – Maximum Left Side Weight 58% All weights include driver in driver's position and steering wheel on. All weights are minimums without any fuel allowance. No moving weight, liquid or solid or weight moving devices allowed. No tungsten, lead shot, ball bearing type ballast, all ballast must be painted white and lettered with car number. Any car running sanctioned dirt races previously this current season is exempt from the left side weight percentage rules. Any questions as to eligibility for that exemption should be directed to Slinger Speedway track officials.

2500 lbs GM 602 Crate #19258602 Holley 650cfm 4bbl 4150 HP carburetor, part number 80541 6200 RPM Chip 58% Left Max

2600 lbs Iron Head Concept Engine Holley-4412 500 cfm 2bbl 7200 RPM Chip 58% Left Max

2650 lbs Open Concept Engine Holley-4412 500 cfm 2bbl 7200 RPM Chip 58% Left Max

WEIGHT	ENGINE	CARB	Notes	%
2500	GM 602 Crate #19258602	Holley 650cfm 4bbl 4150 HP carburetor, part number 80541	6200 RPM Chip	58% Left Max
2600	Iron Head Concept Engine	Holley-4412 500 cfm 2bbl	7200 RPM Chip	58% Left Max
2650	Open Concept Engine	Holley-4412 500 cfm 2bbl	7200 RPM Chip	58% Left Max

**31a. WHEELS**-Aftermarket made for racing, 15"x 8" inch maximum. Minimum Wheel Weight 14 lbs. Steel Wheels only permitted. No tire pressure reliefs or bleeders of any kind allowed.

**31b.** Wheel Studs and Spacers-A minimum of five (5) lug nuts per wheel, minimum 0.625-inch (5/8") Solid steel nuts, showing a minimum of two (2) threads through the nut, must extend through the lug nut when clamping the wheel to the hub.

**32. TIRES:** Approved tire: Hoosier D800 only. Only 1 new tire permitted per night. Used tires must meet the minimum wear standard 5/32 tread depth or less as determined by Slinger Speedway officials. Tires will be marked in qualifying and driver must submit completed tire registration card at that time. Qualifying tires must be used for all events that day. Failure to do so will result in disqualification from that event. Hoosier D-800 will be sold at track. Chemical treatment of tires (softening) is not permitted and if found guilty will result in the disqualification from the event and loss of prize money and points. Drivers guilty of altering

and/or chemical treatment of tires will also be suspended for the next night of racing. If a driver is found altering and/or chemical treatment of tires on the last night of competition, he/she will be disqualified for that night of points and prize money and deducted of all points from the previous night of competition. The definitive method to determine if a tire is legal will include a durometer reading with the exact number to be provided by Hoosier, taking into account the model of the tire and tire temp. Failure of a tire to meet the minimum reading may result in seizure of the tire, fine, penalty, and/or disqualification as mentioned above.

**33. SEATS** Approved aluminum driver's seat required. Seat must be fastened to frame/roll cage and located to give adequate distance from driver's arm to door bars. Shoulder supports on right and left sides of seat and head support on right are required. Full containment seats recommended. (No Carbon Fiber) Seat may not protrude outside 4 point upright or top cage halo.

**34a. RESTRAINT SYSTEMS/SEAT BELTS** - Belts must be dated within 3 years of event date or newer. A minimum five-point harness system is mandatory. Competitors using any SFI approved Head and Neck restraint system may use a standard three-inch (3") or the recommended SFI approved racing two inch (2") wide shoulder straps. Shoulder harness belts shall be mounted in accordance with the manufacturer's installation instructions. Belts must be anchored to roll cage or frame. Grade "5" bolts  $\frac{1}{2}$ " min diameter required. Shoulder harness must not be anchored lower than 2-inches below driver's shoulder height. 6-point belts (double crotch strap) are recommended.

**34b. DRIVER'S SAFETY EQUIPMENT** - Complete SFI- approved fire-retardant driving suit and gloves required. Eye protection and a Snell SA-2015 or newer helmet required. Snell "M" or D.O.T helmets not allowed. Head and Neck restraints (HANS Type), fireproof shoes, are recommended. Slinger Speedway officials will monitor items related to safety, but ultimately it is the responsibility of the driver to monitor, maintain, and update his safety equipment

**35. TRANSPONDERS/RADOS/ELECTRONICS:**

Transponder location: must be mounted 72" from most forward point of the center of the rear end housing, on the rear of the engine torque plate.

Transponders must be registered with Slinger Speedway officials and be installed at all times car is on the track. Racereceivers are mandatory for Race Director Communications. The frequency is channel #1565. Must be worn by the driver or team spotter. Radio frequency must be registered with Slinger Speedway. Two way-radios are allowed with a spotter in the designated spotter area during all

racing events, with a label of car number and/or name on back of shirt or head set

**36. CAMERA**-Maximum of two cameras permitted. Cameras may not be used for data logging of any gauges, or driver's cockpit functions.

**37. ELECTRONICS**- No Data Logging gauges or Data recording/acquisition equipment, computer or video analysis equipment of any kind. Traction control devices of any kind are not allowed.

**38. CHAMPIONSHIP POINTS & MONEY**- Championship points will be awarded per your finishing position. If driver is disqualified, drivers behind them do advance.

**39. LOCAL TRACK VISITING EXCEPTION:** Cars from other tracks or sanctioning bodies that have similar but differing rules, and/or similar performance, may be allowed to participate during the 2020 season in the interest of welcoming competition. These cars will be granted temporary eligibility status for a time to be determined by Slinger Speedway officials.

**40a. TECH INSPECTION:** 1. All cars are subject to inspection ANYTIME before, during, or after a race; Officials reserve the option to impound parts or components for further inspection and examination.

**40b. ILLEGAL EQUIPMENT**-Super chargers; turbo charger; nitrous or other injection systems; pressure or electric fuel systems; aluminum blocks; dry-sump systems; floating brakes; Aftermarket brake recirculators; or external oil pumps; multi-coil or crank fired ignition; on board data gathering or timing devices, ABS units, or traction control devices of any kind are not allowed. No titanium, magnesium, carbon fiber or tungsten products. No digital gauges (including tach) no electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach. All wiring must be visible for inspection. All illegal parts are subject to impound.