

Slinger Super Speedway

2021 Slinger Super Speedway Rules

SECTION – 1

RULES 1.1 DEFINITIONS

Terms which appear throughout this Rule Book have the following meanings: Slinger: The trade name of Slinger Super Speedway, Inc.

Slinger Rules: The rules in this Rule Book, as amended from time to time.

Slinger Officials: Independent Contractors, Employees, Individuals working under the direction of Slinger management or agents of Slinger Super Speedway.

Slinger Technical Officials: Slinger Officials responsible for determining whether a car meets applicable specifications.

Event: A Slinger sponsored event which includes: registration; inspection; practice; qualifying; and races. Slinger events also include: meetings; awards banquet; car shows; and any activity in which Slinger is a sponsor or supporter.

Competitor: A driver, car owner, crew member, or other person who participates in a Slinger event.

Major Infraction :Major infractions include: violation of cubic inch displacement, compression limit, using nonapproved cylinder block, crankshaft, connecting rods, valves, valve lifters, rocker arms, cylinder heads, intake manifold, carburetor spacer; carburetor (including altering of stock boosters), traction control; fuel; failure to tear down car for inspection when requested; failure to surrender to Slinger any part and/or equipment found during an inspection that does not meet Slinger specifications; harassment, verbal abuse, or assault to any Slinger official ,Technical Official, or any persons serving under the direction of Slinger.

Minor Infraction: An infraction that is not a Major Infraction.

1.2 EFFECTIVE DATE

The Slinger Rules are effective on the date of adoption by Slinger, regardless of when published. Once adopted, the Slinger Rules are in effect until the end of the competition season.

1.3 AMENDMENTS

The Slinger Rules may only be amended by publication of a bulletin by Slinger. An amendment is effective on the date of publication by Slinger, regardless of when received by a Competitor.

1.4 APPLICABILITY

The Slinger Rules are applicable to all events sponsored by Slinger.

1.5 INTERPRETATION and APPLICATION Slinger Rules are intended to ensure that Slinger sponsored Events are conducted in a manner that is as fair as possible for all Competitors.

If there is a dispute regarding the interpretation or application of Slinger Rules, the decision by Slinger Technical Officials, at the Event, is final.

1.6 FINALITY of INTERPRETATION and APPLICATION

The interpretation and application of the Slinger Rules by the Slinger Officials at the track are final. ALL COMPETITORS EXPRESSLY AGREE THAT DETERMINATIONS BY SLINGER OFFICIALS AS TO THE INTERPRETATION AND APPLICATION OF THE SLINGER RULES ARE NON-LITIGABLE, AND THAT THEY WILL NOT INITIATE OR MAINTAIN ANY KIND OF LITIGATION AGAINST SLINGER OR ANYONE ACTING ON BEHALF OF SLINGER, TO REVERSE OR MODIFY DETERMINATIONS, OR TO RECOVER DAMAGES, OR TO SEEK ANY OTHER KIND OF RELIEF. A COMPETITOR WHO INITIATES OR MAINTAINS LITIGATION AGREES TO REIMBURSE SLINGER FOR ALL COSTS OF LITIGATION, INCLUDING ATTORNEY'S FEES.

1.7 COMPETITOR REQUIREMENTS

1.7.1 Eligibility

Any individual is entitled to participate in a SLINGER Event provided that the individual has signed all required forms, waivers, & releases, and paid the required fee(s). Any individual participating as a Competitor agrees to abide by SLINGER Rules as described herein. A Competitor who is not a SLINGER Member is not eligible for any end of season point fund or awards. A Competitor who is a SLINGER Member must participate in at least 80 percent of the scheduled Events to be eligible for any end of season point fund or awards. To enter the pit area of a Slinger Event, there is no minimum age requirement. A Competitor must

be at least 10 years of age. Competitors between the under the age of 18 must have an insurance waiver signed by a both parents or legal guardians. To compete in a SLINGER Event, a Competitor must be at least 10 years of age. Competitors between the under the age of 18 must have a notarized insurance waiver signed by a both parents or legal guardians.

1.7.2 Independent Contractor Status

All Competitors are considered independent contractors. A Slinger Official who participates in an Event is considered a Competitor while on the race track. The Competitor is responsible for compensation of, and for all actions of, their employees or representatives. The Competitor is responsible for reporting and paying all fees, expenses, or taxes, if any, on any funds received as a result of activities as a Competitor. All trackside help are considered Independent Contractors.

1.8 SAFETY

Racing is an inherently dangerous sport. Each Competitor assumes the risk of injury or death when he/she participates in an Event. Competitors are solely, and directly, responsible for the safety of their race cars and racing equipment. Slinger Speedway IS NOT RESPONSIBLE FOR THE ADEQUACY OF A COMPETITOR'S RACE CAR OR RACING EQUIPMENT. NO EXPRESS, OR IMPLIED, WARRANTY SHALL RESULT FROM THE PUBLICATION OF, OR COMPLIANCE, WITH THESE RULES. These rules govern the conduct of an Event, and, by participating, Competitors are deemed to be in compliance with these rules.

SECTION – 2

20120 TRACK PROCEDURES

2.1 GENERAL

2.1.1 Race Decisions

All decisions by Slinger Officials involving track procedures are final, and non-appealable. The Slinger officials may implement new or altered procedures to improve the show, provided it is communicated to the team's first.

2.1.2 Rain Outs

Slinger officials will consult with the track owner/promoter to determine if the Event will be postponed or rescheduled. In the event of a rain out prior to the opening of the pit gate,

information can be obtained by calling the track office. The track phone number is 1 (262) 644-5921. In the event of a rain out after the pit gates are open.

Rainout procedures: An event rainout is defined by the number of laps or number of events. More than or less than half determines if the event is complete or rained out.

1. Complete event (more than half events/laps)

a. Drivers are paid and given points for the completed events. Remaining events will be paid on the average of the positions in attendance.

b. Show-up points awarded to all in attendance, who have registered, purchased a pit pass and signed in at the pit entry building.

2. Rain-out (less than half events/laps)

a. No payout.

b. Show-up points awarded if all practice sessions completed.

c. Pit passes should be kept and are only good for re-entry on the next week only!

2.1.2.B General Guidelines:

1. All cars/drivers are required to submit a legible, completed **driver information sheet** which can be completed online at <https://slingersuperspeedway.com/driver-info/> or submitted to the pit shack one hour in advance of turning any laps on track. Cars will not be scored or paid without a completed legible driver information sheet.

a. Changes to driver/owner information during the year require another sheet to be submitted.

b. Drivers running two or more divisions require an info sheet for each division. You may not race the same car in two divisions on the same night without approval.

c. Changes to sponsors during the year can be done on the drivers My Race Pass profile.

2. All cars/drivers are required to have a working, fully charged, properly mounted **transponder** in their car at all times when on the track. This is the driver's responsibility and is the only way to get scored for an event (except FIG.8's).

a. Driver Owned Transponders

1. New drivers should include their transponder number on their driver info sheet and submit to the tower as far in advance as possible.
 2. Drivers can also pre-register their transponder in email to slingertower@gmail.com to ensure accurate car/driver relationship in the scoring computer.
 3. Drivers must have transponder installed during practice to allow tower personnel to test and check the relationships are correct prior to qualifying.
 4. Transponders should stay with the driver when switching cars within any division.
 5. If a driver competes in two or more classes additional transponders dedicated to that division are required.
- b. Rental Transponders
1. Rental representatives will communicate which drivers have which transponder prior to the start of an event.
 2. Drivers must return rental transponder immediately following their last event of the evening.
 3. Driver and or car **changes** should be submitted in writing to the pit shack on entry to the speedway.
 - a. If a driver changes car they must put their original car number on the new car and use their usual transponder
 - b. A car may only be entered in one division per night.
 4. Hauler exit before the end of the evening can only occur under the direction of track officials and only during intermission or between races.

D: Memberships

To be eligible for yearend awards/contingency, and in season awards/contingency (other than Slinger Nationals) you must be a Slinger Speedway member, compete in 80% of points races. Exceptions to this procedure and process may be permitted by the track staff if extenuating circumstances occur.

2.1.3 Weigh In

All drivers should weigh their race car prior to qualifying. Cars may be directed to the scale by Slinger officials after qualifying, or at any point in the race program, at the official's discretion. Any race car under the allowable weight is subject to disciplinary action. Penalties will be imposed in accordance with section 4 of

the rule book. If a car does not meet minimum/maximum weight requirements on their first attempt to scale they will receive only one additional attempt to re-scale the car before they are determined to be in violation of the rules.

SECTION 4 - PENALTIES.

Random weight checks may be conducted at any time. Weights will be determined by the track scale, which is considered official. Crew members may NOT jack car prior to scaling and tech inspection. Penalties and fines may be imposed. All heat race and dash winners must weigh their car after the race. The top five finishers in the Late Model, Super Late Model, and combined Sportsman semi feature and feature race must weigh their cars immediately after the race, plus any other designated cars.

2.1.4 Order of Events

As posted nightly at the Spotter stand and at the Scale.

2.1.5 Drivers Registration All cars/drivers are required to submit a legible, completed **driver information sheet** to the pit shack one hour in advance of turning any laps on track. Cars will not be scored or paid without a completed legible driver information sheet.

2.2 Procedures for ALL divisions:

All heat races (dashes) **are** subject to a time and caution limit. If the race is not completed within the allotted time or caution limit, the car leading the last completed lap will be declared the winner. Heat races, dashes, semi features will be lined up by time inverted. Feature races will be lined up inverted by a number generated by a spin on the invert wheel and a set number (depending on number of entries). The laps, and time limits and caution limits for division races are as follows:

2.2.1 Qualifying: Amount of laps subject to change depending on schedule, threatening weather, etc. SEE QUALIFYING NOTE BELOW

a. Super late model, late model, sportsman, and modified cars should line-up in number order according to starting number drawn each night. Cars must qualify in numerical order. The number for drawn will be posted on the spotter stand and scale area line-ups boards.

b. Any car missing their qualifying spot by more than two

positions will be given one lap at the end of qualifying. Exceptions to this rule will be made for cars blocked in and unable to take their proper position in line.

c. Super Beez, Slinger Bee's, Legends, Bandolero's and other visiting divisions as designated (legends, super cups, bandolero's) should line-up in order according to their point position published for that current race event each night. Cars must qualify in order of their current Points ranking. Simply put the point leader will be in group one and be joined by the next four highest point drivers in attendance for that event. Group 2 will be the next five highest point entries in attendance. Groups will comprise a number of cars, approx. 5. The qualifying group order will be posted on the spotter stand and scale area line-ups boards. Qualifying order for night the first event of the season will be determined by car number with the first car being the number posted on the pit sign in building.

d. Any car missing their qualifying spot by more than two positions, or assigned group will be given one lap at the end of qualifying. Exceptions to this rule will be made for cars blocked in and unable to take their proper position in line.

e. Any laps that are started by crossing the start finish line cannot be made up if the driver pulls off or experiences mechanical troubles.

f. Cars that enter for qualifying and do not have a transponder in the car will be motioned off the track, lose one lap of qualifying and have to qualify at the end of the order. If that car is not available when called they will lose all qualifying attempts and start from the rear of the field.

g. Qualifying Laps

1. SLM – 3 Laps with warm-up lap

2. LM – 2 Laps with warm-up lap

3. CS – 2 Laps with warm-up lap

4. BEES – GRAND PRIX STYLE 2 Laps with warm-up lap

5. SBZ - GRAND PRIX STYLE 2 Laps with warm-up lap

6. SLINGER SIXERS– No qualifying

7. 8's – No qualifying

8. Mods-- 2 laps with warm up lap

H. Last event feature winner will start behind the fast qualifiers

invert position, or further back as determined by their qualifying time.

2.2.2 QUALIFYING NOTE: When short on time only divisions that have enough entries for a semi feature will qualify. All others will line up by the current season point average. In the event there is insufficient time to qualify all divisions will be lined up by the current season point average. Any competitor that has no official current season point average will start in the rear.

2.2..3 Late arrivals Competitors that have a mechanical problem and advise Slinger officials of their intent to qualify, will be allowed to qualify as long as the qualifying session is still open. Late arrivals, that do not notify the Slinger officials of their situation, will be given one lap at the end of the qualifying session. If the competitor arrives after qualifying, they will tag the back of the semi feature, if no semi-feature they start in the back of the feature.

2.2.4 Provisional Option: Super Late Model and Late Model only. One Feature provisional/per driver/per season is allowed. The driver **must be a Slinger Speedway member** and competed in at least 80% of the races to date with the highest in the current Slinger Speedway point standings having the first option. For the first five races of the season the competitor must be a member and raced in 80% of the races the previous season at Slinger Speedway with the highest driver in the previous seasons final point standings having the first option. In the case of a tie in the point standings a coin toss will determine the outcome. It is the driver's responsibility to notify Slinger Speedway officials that he or she is using a provisional.

2.2.4 Super Late Model and Late Model ONLY - Car and Lap Counts:

Based on 19 to 23 cars qualified

- 14 cars qualify for feature by time
- 6 car fast heat or trophy dash – 10 laps
- 2 equal car heats – 10 laps
- Feature will then consist of 14 plus 4 transfers from the semi.

Based on 24-30 cars qualified

- 16 cars qualify for the feature by time
- fast heat or trophy dash 6 to 10 cars straight up. Lap count will

equal cars in the race, or as posted
 (Example: 28 cars qualified...7th & 8th place qualifiers start outside and inside of row one...Total of 8 laps.)

- 2 heats of 10 cars a piece – 10 laps
 - Feature will then consist of 16 plus 4 transfers from the semi.
- Based on 31 or more cars qualified
- 18 cars qualify for the feature by time
 - 6 car fast heat or trophy dash – 8 laps
 - 3 heats of equal car counts – 10 laps
 - Feature will then consist of 18 plus 4 transfers from the semi.

2.2.5 Lap count and time limits

Super Late Model Laps Time Limit Transfers

Fast Heat or Dash 10, 6 Minutes or 2 cautions

Semi Feature < 6 20 12 Minutes Top 4 transfer to feature Semi

Feature 6 or more 20 12 Minutes Top 4 transfer to feature

Feature 60, 75, 80, 100 No time limit

Super Late Models

| Qualifying | | Semi Feature | | Feature | |
|-------------------|------|---------------------|------|----------------|------|
| Pos. | Pts. | Pos. | Pts. | Pos. | Pts. |
| 1. | 10 | 1. | 28 | 1. | 80 |
| 2. | 5 | 2. | 26 | 2. | 72 |
| 3. | 4 | 3. | 24 | 3. | 62 |
| 4. | 3 | 4. | 22 | 4. | 50 |
| 5. | 2 | 5. | 21 | 5. | 46 |
| 6. | | 6. | 20 | 6. | 45 |
| Consi | | 7. | 19 | 7. | 43 |
| Pos. | Pts. | 8. | 18 | 8. | 40 |
| 1. | 0 | 9. | 17 | 9. | 38 |
| 2. | 12 | 10. | 16 | 10. | 36 |
| 3. | 11 | 11. | 15 | 11. | 35 |
| 4. | 10 | 12. | 14 | 12. | 34 |
| 5. | 10 | 13. | 14 | 13. | 33 |
| 6. | 10 | 14. | 14 | 14. | 32 |
| 7. | 10 | 15. | 14 | 15. | 31 |
| 8. | 10 | 16. | 14 | 16. | 30 |
| 9. | 10 | 17. | 14 | 17. | 30 |
| 10. | 10 | 18. | 14 | 18. | 29 |
| Heat | | 19. | 14 | 19. | 28 |
| Race | | | | | |
| Pos. | Pts. | 20. | 14 | 20. | 28 |
| 1. | 5 | 21. | 14 | 21. | 26 |
| 2. | 4 | 22. | 14 | 22. | 26 |
| 3. | 3 | | | 23. | 25 |

| | | | | |
|-----------------------|---|-------------|-----|----|
| 4. | 2 | | 24. | 24 |
| 5. | | 1 | | |
| Non Paid Bonus | | Pts. | | |
| Points | | | | |
| Qualifying Fast Time | | | | |
| Winner from Semi or | | 5 | | |
| Consi Transfer | | | | |
| Most laps lead | | 5 | | |
| Feature | | | | |
| Weekly Show-up | | 25 | | |
| Bonus Points per Car | | | | |

Late Model Laps Time Limit Transfers

Heat Race 10 8 Minutes or 2 cautions

Fast Heat or Dash 6 6 Minutes or 2 cautions

Semi Feature <6 15 12 Minutes Top 4 transfer to feature Semi

Feature 6 or more 20 12 Minutes Top 4 transfer to feature

Feature 40, 25 Minutes

Late Models

| Qualifying | | Semi Feature | | Feature | |
|-------------------|------|---------------------|------|----------------|------|
| Pos. | Pts. | Pos. | Pts. | Pos. | Pts. |
| 1. | 10 | 1. | 24 | 1. | 80 |
| 2. | 5 | 2. | 23 | 2. | 72 |
| 3. | 4 | 3. | 22 | 3. | 63 |
| 4. | 3 | 4. | 21 | 4. | 56 |
| 5. | 2 | 5. | 20 | 5. | 49 |
| | | 6 | 19 | 6. | 45 |
| | | 7 | 18 | 7. | 41 |
| | | 8 | 17 | 8. | 38 |
| | | 9 | 16 | 9. | 36 |
| | | 10 | 15 | 10. | 34 |
| | | 11 | 15 | 11. | 32 |
| Heat Races | | | | | |
| Pos. | Pts. | 12. | 15 | 12. | 30 |
| 1 | 5 | 13. | 15 | 13. | 29 |
| 2 | 4 | 14. | 15 | 14. | 28 |
| 3 | 3 | 15. | 15 | 15. | 27 |
| 4 | 2 | 16. | 15 | 16. | 26 |
| 5 | 1 | 17. | 15 | 17. | 25 |
| | | 18 | 15 | 18 | 25 |

| Non Paid Bonus Points | Pts. |
|------------------------------------|-------------|
| Qualifying Fast Time | |
| Winner from Semi or Consi Transfer | 5 |
| Most laps lead Feature | 5 |
| Weekly Show-up | 25 |
| Bonus Points per Car | |

Combined Sportsman

Laps Time Limit Transfers

Heat Race 10 8 Minutes or 2 cautions

Fast Heat or Dash 6 6 Minutes or 2 cautions

Semi Feature <8 20 12 Minutes Top 4 transfer to feature Semi

Feature 8 or more 30 20 Minutes Top 4 transfer to feature

Feature 35, 25 Minutes

Sportsman

| Qualifying | | Semi Feature | | Feature | |
|-------------------|------|---------------------|------|----------------|------|
| Pos. | Pts. | Pos. | Pts. | Pos. | Pts. |
| 1. | 10 | 1. | 24 | 1. | 80 |
| 2. | 5 | 2. | 23 | 2. | 72 |
| 3. | 4 | 3. | 22 | 3. | 63 |
| 4. | 3 | 4. | 21 | 4. | 56 |
| 5. | 2 | 5. | 20 | 5. | 49 |
| 6. | | 6 | 19 | 6. | 45 |
| 7. | | 7 | 18 | 7. | 41 |
| 8. | | 8 | 17 | 8. | 38 |
| 9. | | 9 | 16 | 9. | 36 |
| 10. | | 10 | 15 | 10. | 34 |
| Heat | | 11 | 15 | 11. | 32 |
| Races | | | | | |
| Pos. | Pts. | 12. | 15 | 12. | 30 |
| 1 | 5 | 13. | 15 | 13. | 29 |
| 2 | 4 | 14. | 15 | 14. | 28 |
| 3 | 3 | 15. | 15 | 15. | 27 |
| 4 | 2 | 16. | 15 | 16. | 26 |

| | | | | | |
|---|---|-----|----|-----|----|
| 5 | 1 | 17. | 15 | 17. | 25 |
| | | 18 | 15 | 18. | 25 |

Non Paid Bonus Pts.
Points

| | |
|-------------------------------------|--|
| Qualifying Fast Time | |
| Winner from Semi or Consi Transfer | 5 |
| Most laps led Most laps led Feature | 5 if more than 8 cars 2 if 8 cars or less |
| Weekly Show-up | 25 |
| Bonus Points per Car | |

SUPER Beez Laps Time Limit Transfers

Heat Race 8 8 Minutes or 2 cautions
 Fast Heat or Dash 6 6 Minutes or 2 cautions
 Semi Feature 15 12 Minutes Top 4 transfer to feature Semi
 Feature 6 or more 15 12 Minutes Top 4 transfer to feature
 Feature 25, 17 Minutes

Super Beez

| Qualifying | | Semi Feature | | Feature <=10 / >10 Cars | |
|-------------------|------|--------------|------|-------------------------|------|
| Pos. | Pts. | Pos. | Pts. | Pos. | Pts. |
| 1. | 10 | 1. | 22 | 1. | 80 |
| 2. | 5 | 2. | 21 | 2. | 72 |
| 3. | 4 | 3. | 20 | 3. | 63 |
| 4. | 3 | 4. | 19 | 4. | 56 |
| 5. | 2 | 5. | 18 | 5. | 49 |
| 6. | | 6. | 17 | 6. | 45 |
| 7. | | 7. | 16 | 7. | 41 |
| 8. | | 8. | 15 | 8. | 38 |
| 9. | | 9. | 14 | 9. | 36 |
| 10. | | 10. | 13 | 10. | 34 |
| Heat Races | | 11. | 12 | 11. | 32 |
| Pos. | Pts. | 12. | 11 | 12. | 30 |
| 1 | 5 | 13. | 10 | 13. | 29 |
| 2 | 4 | 14. | 9 | 14. | 28 |

| | | | | | |
|---|---|-----|---|-----|----|
| 3 | 3 | 15. | 8 | 15. | 27 |
| 4 | 2 | 16. | 7 | 16. | 26 |
| 5 | 1 | 17. | 6 | 17. | 25 |
| | | 18 | 5 | 18. | 25 |
| | | 19 | 4 | 19. | 25 |
| | | 20 | 3 | 20. | 25 |
| | | 21 | 2 | 21. | 25 |
| | | 22 | 1 | 22. | 25 |
| | | 23. | | 23 | 25 |
| | | 24. | | 24 | 25 |

Non Paid Bonus Pts.
Points

- Qualifying Fast Time
- Most laps led Most 5 If more than 8 cars,
laps led Feature 2 if 8 cars or less
- Weekly Show-up 25
- Bonus Points per Car

Slinger Bee's Laps Time Limit Transfers

- Heat Race 8 8 Minutes or 2 cautions
- Fast Heat or Dash <6 10 8 Minutes or 2 cautions
- Semi Feature <6 10 8 Minutes Top 4 transfer to feature Semi
- Feature 6 or more 15 12 Minutes Top 4 transfer to feature
- Feature 25 , 17 Minutes

Slinger Bees

| Qualifying | | Semi Feature | | Feature | |
|------------|------|--------------|------|---------|------|
| Pos. | Pts. | Pos. | Pts. | Pos. | Pts. |
| 1. | 10 | 1. | 22 | 1. | 80 |
| 2. | 5 | 2. | 21 | 2. | 72 |
| 3. | 4 | 3. | 20 | 3. | 63 |
| 4. | 3 | 4. | 19 | 4. | 56 |
| 5. | 2 | 5. | 18 | 5. | 49 |
| | | 6 | 17 | | 45 |
| | | 6 | | | |
| | | 7 | 16 | 7 | 41 |
| | | 8 | 15 | 8 | 38 |
| | | 9 | 14 | 9 | 36 |

| | | | | | |
|-------------|--|----|----|-----|----|
| | | 10 | 13 | 10 | 34 |
| Heat | | 11 | 12 | 11. | 32 |
| Race | | | | | |

| | | | | | |
|----------|------|-----|----|-----|----|
| S | | | | | |
| Pos. | Pts. | 12. | 11 | 12. | 30 |
| 1 | 5 | 13. | 10 | 13. | 29 |
| 2 | 4 | 14. | 9 | 14. | 28 |
| 3 | 3 | 15. | 8 | 15. | 27 |
| 4 | 2 | 16. | 7 | 16. | 26 |
| 5 | 1 | 17. | 6 | 17. | 25 |
| | | 18 | 5 | 18 | 25 |
| | | 19 | 4 | 19 | 25 |
| | | 20 | 3 | 20 | 25 |
| | | 21 | 2 | 21 | 25 |
| | | 22 | 1 | 22 | 25 |
| | | | | 23 | 25 |
| | | | | 24 | 25 |

**Non Paid Bonus Pts.
Points**

Qualifying Fast Time
 Most laps lead 5
 Feature
 Weekly Show-up 25
 Bonus Points per
 Car

Modified

Laps Time Limit Transfers

Heat Race 10 8 Minutes or 2 cautions
 Fast Heat or Dash 6 6 Minutes or 2 cautions
 Semi Feature <8 20 12 Minutes Top 4 transfer to feature Semi
 Feature 8 or more 30 20 Minutes Top 4 transfer to feature
 Feature 30, 20 Minutes

Modified

| Qualifying | | Semi Feature | | Feature | |
|-------------------|------|---------------------|------|----------------|------|
| Pos. | Pts. | Pos. | Pts. | Pos. | Pts. |
| 1. | 10 | 1. | 24 | 1. | 80 |
| 2. | 5 | 2. | 23 | 2. | 72 |

| | | | | | |
|----|---|----|----|----|----|
| 3. | 4 | 3. | 22 | 3. | 63 |
| 4. | 3 | 4. | 21 | 4. | 56 |
| 5. | 2 | 5. | 20 | 5. | 49 |
| 6. | | 6 | 19 | 6. | 45 |
| 7. | | 7 | 18 | 7. | 41 |

8.

9.

10.

Heat

Races

| Pos. | Pts. |
|------|------|
| 1 | 5 |
| 2 | 4 |
| 3 | 3 |
| 4 | 2 |
| 5 | 1 |

Slinger Sixers

Up to ten cars = 10 laps

11 or more = 15 laps

20 or more = 20 laps

| Pos. | Pts. |
|------|------|
| 1. | 100 |
| 2. | 85 |
| 3. | 75 |
| 4. | 70 |
| 5. | 65 |
| 6. | 55 |
| 7. | 55 |
| 8. | 50 |
| 9. | 50 |
| 10. | 45 |
| 11. | 40 |
| 12. | 40 |
| 13. | 40 |
| 14. | 40 |

Non Paid Pts.

Bonus

Points

Weekly 25
Show-up
Points
per Car

Figure 8 Laps Time Limit Transfers

4 – 6 cars 8 10 Minutes
8 – 10 cars 10 10 Minutes
12 cars & up 12 10 Minutes

Figure 8's & 4CYL

Figure 8'S

Feature

| Pos. | Pts. |
|------|------|
| 1. | 100 |
| 2. | 85 |
| 3. | 75 |
| 4. | 70 |
| 5. | 65 |
| 6. | 55 |
| 7. | 55 |
| 8. | 50 |
| 9. | 50 |
| 10. | 45 |
| 11. | 40 |
| 12. | 40 |
| 13. | 40 |
| 14. | 40 |

Non Paid Pts.

Bonus

Points

Weekly 25
Show-up
Points
per Car

2.2.5B EIRI Slinger officials may alter race lineups or procedures at any time for unspecified reasons.

2.2.6 FLAGS

2.2.6.A GREEN FLAG

1. The starter will turn off the yellow caution lights and hold up 1 flag indicating "one to go"

which means the race will start on the next lap. All cars are to close up, hold their position and speed set by the pace car. No "scrubbing of tires", weaving, or other car movement is allowed. When the pace car leaves the racing surface, the pole position (inside front row) shall maintain the pace speed until the green flag is displayed.

2. At the discretion of the flag man, any cars bumping, shoving, or holding up starting procedures may be given the "consultation" (black) flag and sent to the pits to speak with an official.

3. On the original start of the race, no passing is allowed until the lead car has crossed the start zone line under green.

2.2.6A1 **START ZONE:** The control car (pole sitter or leader once race has a completed lap) sets the pace when the pace car is off the track. If the non-control car is ahead on the backstretch the flag man will highly consider not going green. The control car is to pick up the pace entering three and the front row should be even or the control car just ahead at the first line. The control car has until the second line (cone off turn 4) to start the race. If the non-control car is ahead by a substantial amount at the second line (cone off turn 4) the race should not go green. If the control car chooses the outside line it is still the control car, nothing changes. The front row will get two chances to start the race. If they still don't go green after the second attempt the second row will become the front row and the front row will become the second row. If, in the judgment of Slinger officials, only one of the front row cars is causing the no start declaration, that competitor only will be moved back one row.

4. Any car passing or "jumping" position on any start shall be penalized two positions for every one position gained. The penalty shall be assessed at the next opportunity or end of the race. The driver may "give back" the position(s) before one lap is completed without penalty. Drivers will be advised of a jump on the raceciever. If the "Pole" car moves from their position (pulling into the outside lane) before the start line, they will be penalized for jumping the start.

5. In most cases, one-half the starting field must complete a full

lap for the race to be officially underway.

6. When a yellow or red flag is displayed before one lap is completed, the flag man will pat his head to indicate a complete restart. Drivers that are able to continue shall proceed to their original starting spot as quickly as possible.

7. Passing is permitted after the green is displayed.

8. Cars not up to racing speed or laps down will be sent to the tail end of the longest line on restarts.

9. Cars several laps down, damaged, or in the way may be given the black flag and sent to the pits.

10. Cars returning to the racing surface from the pits shall rejoin the rear of the field at the direction of the Slinger officials.

2.2.6.B Cone rule

1. When the orange traffic cone is placed at the start/ finish line, all cars behind the leader must choose the high (outside) or low (inside) lane for their restart. Drivers must select a lane upon reaching the cone must stay in that lane until the green flag is displayed. Cars may gain positions by selecting the shortest lane. Cars changing lanes after the cone will be given the black flag to report to the pits. They may rejoin the field at the tail end of the longest line. Lapped cars may NOT take the cone and stay to the tail of the longest line.

REMINDER: All race cars involved in the yellow flag that are able to continue will be put to the end of the single file line (ahead of lapped cars) and allowed to choose high or low lane at the cone when it's placed on the front stretch. Lapped cars stay at the end of the longest line. If you go to the pit area and return to the racing surface after the cone has been placed you must tag the end of the longest line. If you return to the racing surface before the cone is placed you may choose the high or low lane at the cone.

2.2.6C. YELLOW FLAG "CAUTION"

1. The yellow flag signifies a potential hazard on the race track and requires drivers to **slow** their vehicle as soon as possible.

2. Drivers do not race back to the yellow; they must maintain their position and slow to a cautious pace. The leader will be picked up by the pace car. All drivers shall close up on the pace

car in a **single line** and await further instructions. Drivers shall follow the path taken by the pace car to avoid debris, liquid or other obstructions on the racing surface.

3. The racing lineup shall revert to the last completed lap as determined by Slinger officials. Half the field or more has to pass the start finish line for the lap to be completed before the yellow comes out. The Slinger officials have complete discretion to determine the positions of cars at the time and to reposition cars in accordance with their determination when the field was frozen. Their word is final. If you dispute your position, pull to the inside of the car where you think you belong. Scoring will confirm your position, and a Slinger official will direct you to your starting spot. After being advised of the proper position, drivers will have one lap to assume that position or face disqualification.

4. Yellow flag laps do not count unless specified in entry form or at drivers meeting.

5. The car or cars deemed as the cause of the caution will be restarted, if able, at the tail end of the longest line. Cars will be advised of their proper starting or restarting position. Drivers may not cross the start line twice out of position after being advised of that position on the raceceiver radio or by the spotter stand official. Drivers crossing the starting line more than two times after being advised of their position will be black flagged from that event. Fault shall be a judgment call and the Slinger officials' decision is final. Fault may be described as, but not limited to; instigating the action, result of the action, or part of either.

6. If officials are unable to determine which car or cars were the cause of the caution, then all cars involved in the incident may be sent to the rear, or all cars will be returned to their position as of the last completed lap. **Tap Out rule will be used in all divisions.** If a driver feels they are solely at fault for an incident and/or the track didn't see exactly who caused the incident the driver/car should pull to the bottom of the start/finish line and tap their roof, at that time only that driver will be sent to the tail of the single file line with all others deemed involved awarded their prior position. The driver must "Tap Out" ASAP. Drivers must tapout before crossing the start finish twice. Once a driver

has crossed the start finish line twice after the caution has been displayed to the field, tapouts will not be accepted. If they are wrecked and cannot drive the car to the start finish line, the driver must verbally "Tap Out" FACE to FACE with a Slinger track official that can radio the scoring tower.

7. If a yellow flag is displayed for objects on the racing surface, spinouts, crashes, or other disruption to the lineup caused by liquid or other circumstances beyond anyone's control, then a "no-fault" caution shall be in effect and all cars able to continue will revert back to their position as of the last green flag lap.

8. Cars may not stop on the racing surface during a caution period. Cars needing repairs must enter the pits and have work completed there. Drivers may not stop in the infield and work on their car. All cars entering the pits shall rejoin the field at the tail end of the longest line.

9. Any car receiving assistance not directed by the speedway management, safety crewmember, or employee, on the racing surface or infield will be immediately disqualified. No service or repair may begin until the car has entered the pit area.

10. No one may enter the racing surface to perform repairs on any racing vehicle under the yellow flag. Cars receiving such service shall be immediately disqualified from the event.

11. Any car or cars that spin out by themselves, or by minor or incidental contact, stop on or near the racing surface, or go into the infield must attempt to restart immediately and continue to race. The yellow flag will not be displayed if there is no apparent damage or the car is not positioned in an extremely hazardous position for one full lap. The car shall then rejoin the field at the tail end of the longest line. **For example**, if a car stops on the race track with a flat tire in effort to cause a yellow flag then pits to change the tire said car will automatically be scored one lap down to the leader when it returns to the track.

12. Cars that cause a caution by themselves **more than two times** in the same race will be sent to the pits for the remainder of that race.

13. When a pace car is used, no car may pass the pace car, unless directed to do so by the pace car driver. Cars that pass the pace car without permission shall be given the black flag and

report to the official in the pit area. Repeated violations of this rule will result in disqualification and /or suspension.

14. If a car more than one lap down is racing or not adhering to the move over flag, and or raceciever communications, or not holding their lane to a lead lap car and there is an altercation the lead lap car will not lose its position.

2.2. 6.D. RED FLAG 'RACE STOPPED'

1. When the red flag is displayed the driver shall get control of the racecar, reduce speed immediately and stop as directed by the pace car or on-track official. Cars failing to stop will be given the black flag and sent to the pits. A minimum of a one-lap penalty may be given.

2. If yellow flags laps were counted, then no work may be performed on any vehicle in that event while in pit area unless directed to do so by the pit steward. Penalties will range from one lap to disqualification from the event.

3. Once all cars have stopped, no cars will be allowed to move from the racing surface without permission. No cars may enter the racing surface from the pits until the red flag period ends. A one-lap penalty shall be given to the car(s) that fail to comply.

4. Drivers shall remain in their cars unless directed by an official to exit. The driver, crew, officials, or anyone else may NOT make repairs, adjustments, or alterations during this time.

5. All drivers must be ready to restart at the command of the starter. Lineup will revert to last completed lap for those able to continue that did not enter the pits. Any driver not ready to restart will be given the black flag and report to the pit official.

2.2.6.E MOVE-OVER FLAG (BLUE WITH DIAGONAL YELLOW STRIPE)

1. The blue flag with a diagonal yellow stripe signifies that faster traffic (leaders) are overtaking cars being signaled and that cars being given this flag should be prepared to yield or "Move over" to faster traffic.

2. Cars should move to the bottom lane and hold their line.

3. Any car deliberately ignoring the starters signal or attempts to hold up or block the leaders advance shall receive the black flag and report to the pit area.

2.2.6.F BLACK FLAG

1. The black flag means "go to pits immediately" and report to the official at the tech area. This does not mean disqualification; however failure to heed the black flag will result in disqualification, suspension or fine.
2. After receiving the black flag, scoring on that car will cease until the driver reports to the pit steward or tech area and is released.
3. Any car entering the infield under racing conditions must exit the track on the same side of the track. If a car "cuts" a corner, that car will receive the black flag.
4. Any car with the hood, trunk or any loose parts which causes a hazard to other cars will receive the black flag.
5. Any car emitting excessive smoke will be black flagged.
6. Any car that fails to report for a black flag will result in disqualification for the remainder of that race and at the Slinger Speedway official's discretion the entire event. They must immediately exit the pit area. Repeated failure to obey a black flag will result in loss of points, pay and possible suspension.
7. Any car endangering the safety of others because of poor handling, reckless driving, defective equipment or rough driving shall be Black Flagged and disqualified.
8. Display of temper or other unsportsmanlike conduct will result in the Black Flag.
9. Break out. Drivers posting lap times under the specified break out minimum for that division will receive a black flag in accordance with their divisional rules.

2.2.6 G. WHITE FLAG

1. When the white flag is displayed, it means the leader has started their last lap.
2. When half or more than half of the field has taken the white flag the race will be complete.

2.2.6 H. CHECKERED FLAG

1. When the checkered flag is displayed it means the leader has completed the required distance and the race is over.
2. When the checkered flag is given to the leader, the rest of the field receives it on the same lap. Finishing positions will be paid according to the most laps traveled in the least

amount of time, regardless of whether the car is running or not at the finish.

3. The driver receiving the checkered flag first must bring their car to the start line or area designated by the Slinger Speedway official in charge. The driver and car must remain there until released by the Slinger Speedway official. Failure to do so may result in a fine or disqualification.

4. If a car is intentionally spun by any car on the white flag lap, the spun car will retain its position and the offender will be scored last car for last lap it competed.

2.7.1 MISCELLANEOUS

1. Once you enter the racing surface for an event you are expected to be ready to race. If you enter the pits you must join the field at the rear.

2. All flags will be final. However, in extreme cases the starter may inadvertently display the wrong flag by mistake. It is the Flag Mans decision to rescind the flag and revert back to the last completed green lap or carry on as if the flag were not displayed.

3. Do not stop on the track unless directed by officials or you are reporting a hazard or dangerous condition. Once directed to your starting spot, go there immediately.

4. These rules are amended when necessary and any bulletins take precedence

2.7.2 BLOCKING

1. Intentional blocking will not be tolerated. If the Flag Man suspects you are holding up the progress of other cars, you will be signaled to pick a lane (high or low) Repeated acts of blocking will result in the Black flag.

2. Cars that continue to block after being warned will not be subject to checkered flag rule number 4. 3.

Drivers will be warned twice for blocking, a third violation in a race will result in disqualification.

2.7.3 THREE WIDE

Three wide racing rule: Forced 3 wide passing into the corner is not legal at Slinger Speedway. If a driver gets into a three wide situation the car that "created" the 3 wide must back out to allow the other two cars room avoiding a wreck. If the driver "backs out" in a timely fashion and there is no wreck he/she will not be

penalized.

The penalty for passing three wide is the black flag and the driver will be not be scored from that lap forward.

Exceptions to the rule: If a car or cars have to take evasive action to avoid trouble, they may go three wide to avoid causing a wreck. For example, a car has a flat tire and goes to the upper groove to exit the track he/she may be passed three wide.

Another example is two side by side cars make contact going up the track the car behind them may go under to avoid wrecking making a three-wide pass. It must be a common-sense situation to avoid trouble and **NOT a forced** 3 wide situation.

4 cylinder divisions, Slinger Bee's, Super BEEZ's, legends, super cups, and bandolero's are allowed to race 3 wide.

2.8 Transponder AMB Trans x260 Transponder Mounting Locations

Super Late Model and Late Model

Transponder must be mounted on the left frame rail, in a vertical position no more than 8" and no less than 6" ahead of axle tube center line.

Slinger Bee's/SUPER BEEZ

Transponder must be located 85" from the most forward point of the front nosepiece. The transponder must be mounted in a vertical position with a 3" Diameter hole.

COMBINED Sportsman

Transponder must be mounted 165" from the most forward point of the front nosepiece. The transponder must be mounted in a vertical position. NOTE: The transponder cannot be mounted more than 24" above the racing surface. Please protect your transponder from extreme heat (headers, manifolds, exhaust outlets) and debris. Also make sure the transponder is properly charged each week

Slinger Sixer's

Transponder must be located 85" from the most forward point of the front nosepiece. The transponder must be mounted in a vertical position with a 3" Diameter hole.

NOTE: The transponder cannot be mounted more than 24" above the racing surface. Please protect your transponder from extreme heat (headers, manifolds, exhaust outlets) and debris. Also make

sure the transponder is properly charged each week

2.9.1 Injuries

All injuries must be reported to Slinger Officials and Management, prior to leaving the race premises. An insurance report form must be completed before leaving the speedway to be eligible for insurance coverage. Track insurance will not cover any unreported injuries. Any driver involved in a roll over or severe accident must be checked and cleared by the safety team/ambulance staff prior to returning to the track.

2.9.12 Track Radio Frequency

The track radio frequency (151.6250 MHz), and Raceceiver frequency 1565(469.5500), is not to be used by any race team. Any race team found to be using transmitting radios on the race track frequency or Raceceiver frequency, may have their radios impounded and be subject to disciplinary penalties.

All drivers in competition are required to have a working Raceceiver or similar single channel receiving radio, tuned to frequency 1565(469.5500). All cars in competition are required to have a working AMB transponder (MOUNTED PROPERLY). Failure to comply with Raceceiver or transponder requirements will result in a penalty. Penalties will be imposed in accordance with

SECTION 4 – PENALTIES.

2.9.12. B. Payout Procedures: Direct deposit is the preferred payment method of Slinger Speedway. If a racer would like a check, they will be either made available for pickup at the following race week in the pit sign in building or mailed by Wednesday of the race week. Driver's must advise the track staff of their preferred payoff method at the time of pit sign in.

1. On regular nights of racing, in the event of a post-race disqualification everyone moves up.
2. Car/Driver is subject to fines which will reduce their payout.
 - a. Minimum \$25 Disobeying track official instruction (fine amount determined by severity).
 - b. Minimum \$50 Speeding in the pits, second offense doubled
 - c. Minimum \$50 Fighting/disorderly conduct (fine amount determined by severity)

- d. Minimum \$1000 Deliberate damage to the infield Slinger Speedway Logo
- e. Amount equal to property damage incurred
- 3. Earnings over \$3,200 for out of state residents subject to 6% withholding

2.9.12.C . Rookie of the YEAR Requirements

You **MUST** be a Slinger Speedway Member to be eligible for Rookie of the Year and you race in 80% of the season point races and complete the Slinger speedway rookie application form. Forms are available online and must be submitted online at <https://slingersuperspeedway.com/driver-info/>

. You may only race 5 points races in one season to be eligible for Rookie of the Year

SECTION – 3

INSPECTIONS

3.1 TIME and MANNER

All cars are subject to inspection by Slinger, at any time and in any manner, as determined by Slinger Technical Officials. All decisions by Slinger Technical Officials regarding the timing and manner of inspection, as well as which cars will be inspected, are final. Any car using an aluminum head concept engine may be required, at any time, to remove the cylinder heads for inspection by the manufacturer. At the end of the Slinger racing season, the top three (or more) cars using aluminum head concept engines may be required to remove their cylinder heads for inspection by the manufacturer. All monies for Event and point fund will be withheld until the cylinder heads pass inspection and are returned by the manufacturer.

3.2 INSPECTION AREA

Only those persons authorized by Slinger Technical Officials are permitted in the inspection area.

3.3 CAR ELIGIBILITY Slinger Technical Officials will determine whether a car meets the applicable specifications as set forth in the Rule Book, as amended from time to time. Only cars meeting the applicable specifications are eligible to compete in Slinger events. Slinger designated equipment, gauges, and measuring devices will be used to determine whether a car meets

the applicable specifications.

The scales at the track are considered the "official" scales and will be used to determine whether a car meets the applicable weight requirements. Either set of scales may be used to determine whether a car meets the applicable weight requirements. Any car black flagged for mechanical reasons or involved in an accident requiring assistance off the track by the safety crew, must pass inspection before returning to the race track.

3.4 COMPETITOR OBLIGATIONS

A Competitor must take whatever steps are required by a Slinger Technical Official to accommodate inspection of the car.

3.5 INSPECTIONS PRIOR to the RACE

If a Slinger Technical Official determines that a car does not meet the applicable specifications, the car will not be allowed to compete unless the deficiency is corrected. However, the car may be allowed to compete in the event if, in the determination of the Slinger Technical Official, the deficiency (a) is not safety related, (b) will not adversely affect the orderly conduct of the event, (c) cannot be corrected prior to the start of the event and, (d) will not provide the Competitor with a noticeable advantage over the competition, and (e) is insignificant. The car will not be allowed to compete in future events until the deficiency is corrected. A car that fails post qualifying inspection will be disqualified from the heat race or fast dash and must start the semi feature race in the last row. The qualifying time will be disallowed for future average time consideration. Penalties will be imposed in accordance with

3.7 INSPECTIONS AFTER the RACE

If a Slinger Technical Official determines after the race that a car does not meet the applicable specifications, Slinger may impose a penalty. Penalties will be imposed in accordance with SECTION 4 - PENALTIES.

Any car may be impounded, after post-race inspection, for additional inspection. The time and location of inspection will be determined by Slinger Officials.

3.7.1 PROTESTS

If a Competitor believes that a car, or race procedure does not comply with Slinger Rules, the Competitor may protest the alleged violation. Protests must be made, by the Competitor, to a Slinger Official within five minutes after the completion of the division Feature race.

Protests must be accompanied by a cash fee as specified in Section 3.7.2.

A car that has been protested may be impounded for additional inspection. The time and location of inspection will be determined by Slinger officials.

3.7..2 Protest Procedure

After receiving the protest, and protest fee, the Slinger Official will conduct an inspection, as necessary, to determine if the car complies with Slinger Rules. The party losing the protest shall pay all inspection costs incurred by Slinger in connection with the protest. Slinger inspection costs make up 25 percent of the protest fee, and will not exceed \$500.00

If the car is found to be in violation of Slinger Rules, the protest fee will be returned to the protesting competitor. The protested competitor will be responsible for inspection costs incurred by Slinger Technical Officials, plus any imposed penalties. If the car is found in compliance with Slinger Rules, the protest fee will go to the protested competitor, minus any inspection costs incurred by Slinger. The decision of the Slinger Technical Official regarding any protest is final, non-appealable, and non-litigable. Slinger officials reserve the right to deny or limit the protest at any time for unspecified reasons.

3.7.2 Protest Fees

P&G and compression test any 4 cylinders, inspect rocker arms and push rods: Super Late Model and Late Model, \$300.00.

Remove intake manifold and inspect camshaft: Limited Late Model, \$250.00

Inspect crankshaft and connecting rod thru inspection plug: Super Late Model and Late Model, \$200.00.

Remove one (1) cylinder head and inspect ports and valve size, "cc" combustion chambers and intake runners, check bore and stroke, inspect camshaft, and measure lifter size: Super Late

Model, and Late Model (excluding Sealed Crate Engines)
\$1200.00

Remove engine from car, remove oil pan, remove and weigh crankshaft, and check connecting rods: Super Late Model, and Limited Late Model \$3,000.

3.8 EQUIPMENT or PARTS FAILING INSPECTION

SLINGER has the right to confiscate any parts and/or equipment that do not meet SLINGER specifications.

SECTION – 4 PENALTIES

4.1 GENERAL PROCEDURE

If a Slinger Technical Official observes a violation of the Slinger Rules by a Competitor, or is made aware of and confirms that a violation of the rules has occurred, Slinger Officials can impose an appropriate penalty.

4.2 EMERGENCY ACTION

If an act by a Competitor is determined by Slinger Officials, Slinger Technical Officials, or persons serving under Slinger direction, to threaten the orderly conduct of an Event, the Slinger Officials can take emergency action against the Competitor. Such action may include: arrest; ejection from the racing premises; suspension from competition; or any other action to remove the threat created by the Competitor. Examples of conduct warranting emergency action include, but are not limited to: consumption of alcoholic beverages in the pit area before or during an Event; use of illegal drugs before or during an Event; harassment, verbal abuse or assault of any Slinger Officials, Slinger Technical Official, or Competitor; fighting; reckless driving; and failure to obey a black flag or directions of a Slinger Official. The emergency action will remain in effect for the period of time determined by the Slinger Officials, except for an ejection which is final and non-appealable.

4.3 PAYMENT of FINES

Fines must be paid to Slinger and will be deposited in the Slinger

Speedway discretionary fund. Failure to pay fines may result in suspension from competition. Slinger Speedway may collect all unpaid by deducting the amount from the purse or point fund. If the person being fined is not a driver, the fine may be deducted from the purse or point fund of the driver with whom the competitor is associated at the time of the violation. Any unpaid fines remaining at the end of the racing season will be carried over to the next racing season and be deducted from the purse or point fund until all monies are collected.

4.4 SCOPE of PENALTIES

Penalties for violation of Slinger Rules are determined by the severity of the violation. Penalties include, but are not limited to: fines; loss of points; loss of purse; disqualification; suspension of driving privileges. Slinger Speedway will use the following guidelines for determining penalties. **A greater or lesser penalty may be imposed depending on the circumstances and the determination will be made by Slinger Officials.**

4.4.1 General

- Any Competitor who performs an act or participates in an act deemed by Slinger Speedway as detrimental to auto racing or Slinger Speedway: a fine determined by Slinger Officials; and/or suspension; and/or loss of points and money for Event; and/or loss of accumulated points for current year.
- Any Competitor who signs the release sheet for any-one else: ejection.
- Any parent or legal guardian who falsifies an insurance waiver for a minor Competitor: ejection of the minor Competitor and/or suspension of the minor Competitor and/or loss of points and money for Event; and/or loss of accumulated points for current year; and a fine determined by Slinger Officials.
- Any Competitor who harasses, verbally abuses or assaults any Slinger Official, Technical Official, or persons serving under Slinger direction: ejection; a fine determined by Slinger Officials; and/or suspension; and/or loss of points

and money for Event; and/or loss of accumulated points for current year.

- Any Competitor who participates in fighting on the racing premises: ejection; a fine determined by Slinger Officials; and/or suspension; and/or loss of points and money for Event; and/or loss of accumulated points for current year.
- Any Competitor who, while participating in a Slinger Event, consumes any alcoholic beverages and/or illegal drugs or is under the influence of alcohol and/or illegal drugs: a fine determined by Slinger Officials; ejection & disqualification; and suspension for a period of time determined by Slinger Officials.
- Any Competitor who stops on the track to argue with a Slinger Official: a fine determined by Slinger Officials; and/or suspension; and/or loss of points and money for Event; and/or loss of accumulated points for current year.
- Any Competitor who fails to correct an unreadable car number: stop scoring of the car until the number is corrected; and/or a fine determined by Slinger Officials.
- Any driver not wearing a full driver's suit and/or gloves and/or other mandated driver safety equipment during an event: "disciplinary" black flag; and/or a fine of \$25.00.
- Any car not having a properly working transponder that is mounted in the correct location as proscribed for that division: Minimum of three positions deducted from the finishing position in that event. If that event is a heat race, competitor may not be allowed to be included in any invert starting position, at the discretion of the Slinger officials.
 - Any car not having a working transponder mounted on the racecar. Disqualification at the discretion of the track staff.
 - Any car speeding in the pit area. Disqualification at the discretion of the track staff.
- Any Competitor who does not have a working Raceceiver: disqualification at the discretion of the track staff.
- Any Competitor who leaves garbage or debris in their pit stall or who leaves tires in the pit area or anywhere on the track property: the cost to cleanup garbage or debris; and/or a fine of \$25.00/tire. Competitors are reminded their

pit stall is their responsibility. Fines or cleanup cost may be deducted from purse or prize monies.

- Any competitor whose actions require Raceway officials to be present at legal proceedings, a fine and suspension to be determined by Raceway officials.

POWAR SUSPENSION POLICY (PROMOTERS OF WISCONSIN AUTO RACING)

Effective January 1, 2021 all POWAR member tracks may choose to enforce any suspensions issued by another POWAR member track. This includes suspensions imposed with fine payment satisfaction requirements. Suspensions that are reported to the POWAR office will be recognized by the terms imposed by all member tracks. Suspensions must be reported to the POWAR office within three business days of notification letter send to the competitor. Competitors must be advised in writing by the track enacting the suspension. Suspension notification documents must include the member tracks that have approved and will abide by the terms of this policy and the appeal process. This policy has been agreed to by all members to promote good sportsmanship of motorsports in general.

All POWAR members recognize the impact that the negative actions of competitors have on the public perception of our sport and business. This damages the entire industry's product and image. Therefore, POWAR members agree that the following appeal process will be used.

A committee of three POWAR members, none of which is a racetrack that the competitor currently races at will hear the appeal. Appeals committee members will be appointed by the currently elected president of POWAR. The secretary of POWAR shall keep the minutes of the committee meeting and present the decision report to the president within 48 hours of the committee's decision. The committee may up-hold, modify or disallow the suspension based on their investigation of the incident that caused the suspension. Appeals will only be heard after a written appeal application has been completed and an

appeal fee of \$160 has paid to POWAR. The fee is to be evenly distributed between the appeals committee and the secretary as compensation for their time and expenses in hearing the appeal. Appeals must be made to the POWAR office within five business day of receipt of the suspension notification. This procedure may be modified or amended as needed by approval of the POWAR board of directors. All decisions regarding the matter following the appeals hearing process are made by the appeals committee are final and cannot be re-appealed,

4.4.2 Inspection and Claim Procedures

- Any Competitor who fails to tear down a car for inspection when requested to by a Slinger Technical Official: a fine determined by Slinger Officials; suspension; and/or disqualification.
- Any Competitor who fails to sell claimed equipment: loss of points and money for Event and accumulated points for current year, and suspension for remainder of current year or longer as determined by Slinger officials and a fine, amount to be determined by Slinger Speedway officials.
- Any race team who is in violation of the inspection area requirements; loss of points and money for Event and accumulated points for current year, and suspension for remainder of current year or longer as determined by Slinger officials and a fine, amount to be determined by Slinger officials.

4.4.3 Race Procedures

- Any car after a race that is one or more pounds under minimum weight: loss of points and money for race. A car will be allowed to be repositioned on the scale a maximum of two times to make minimum weight.
- Any driver receiving a "mechanical" black flag: exit the race track immediately.
- Any driver receiving a "disciplinary" black flag: loss of points and money for race.
- Any competitor that fails to heed the flagman's direction for a black flag or fails to heed the Raceceiver command for a black flag, loss of points and pay for the night at the; plus

suspension of one week for each additional lap completed while disregarding the black flag command. Imposition of these penalties are at the discretion of the Slinger Officials.

- Any cars passing prior to the leader passing the restart display of the green flag: a penalty of two positions per position advanced, will be assessed at next caution flag. If no caution occurs, the driver will be penalized two or more positions at the end of the race unless they give back the positions advanced.
- Any driver, as determined by the flagman, intentionally causing a caution flag (such as by stopping on the track, or capable of resuming the race after a spin but does not): one lap penalty; or “disciplinary” black flag.

4.4.4 Bodies, Parts, and Equipment

- Any part and/or equipment found during an inspection that does not meet Slinger specifications: impound of non-approved parts for a reasonable period of time for further inspection; loss of points and money for Event and/or accumulated points for current year.
 - The penalty for a second major offense is loss of money for that Event and loss of points for year, plus a four event completed suspension and a fine to be determined by Slinger officials. If necessary, suspensions will be carried over to the next racing season.
- A third violation would receive an extended suspension, the length of suspension to be determined, but no less than six race events and a fine amount to be determined by Slinger officials. Any fines must be paid in full to the track office, during normal business hours, twenty four hours prior to an event.
- Any Competitor who fails to surrender to Slinger any part and/or equipment found during an inspection that does not meet Slinger specifications: loss of points and money for Event and/or accumulated points for current year.
- Any Competitor found using any traction control device, system, or sub-system, whether found in the car, or in the possession of the driver, or in the possession of a crew member: impound of traction control device, system, or

- sub-system; a fine determined by Slinger; loss of points and money for Event and accumulated points for current year.
- Any engine that exceeds the maximum allowable cubic inch displacement, compression limit, or that is using non-approved cylinder block, crankshaft, connecting rods, valves, valve lifters, rocker arms, rev-kits, cylinder heads, intake manifold, carburetor spacer; carburetor (including altering of stock boosters): loss of points and money for Event and/or accumulated points for current year.
 - The penalty for a second major offense is loss of money for that event and loss of points for year, plus a four event completed suspension and a fine to be determined by Slinger officials. If necessary, suspensions will be carried over to the next racing season.
 - A third violation would receive an extended suspension, a length to be determined but no less than six race events, and fine amount to be determined by Slinger officials. Any fines must be paid in full to the track office, during normal business hours, twenty four hours prior to an event.
 - Any crate GM #602 motor that has been altered in any form to enhance the performance of said engine: loss of the motor in question, loss of points for the season and/or loss of money for the Event and/or suspension for a period of time to be determined by the track staff not to exceed two calendar seasons.
 - Any non-approved tires and wheels; non-approved suspension and steering components; non-approved brake components; non-approved clutch and transmissions; non-approved rear end: loss of points and money for Event and/or accumulated points for current year.
 - The penalty for a second major offense is loss of money for that Event and loss of points for year, plus a four event completed suspension and a fine to be determined by Slinger officials. If necessary, suspensions will be carried over to the next racing season.
 - A third violation would receive an extended suspension, a length to be determined but no less than six race events and fine amount to be determined by Slinger officials. Any fines

must be paid in full to the track office, during normal business hours, twenty four hours prior to an event.

- Any car with noise levels that contribute to a violation of the community noise limit: loss of points and money for Event and/or accumulated points for current year.
- Any car not meeting the class mandated weight or not going to the inspection area: loss of points and money for that Event.
- Any weight that falls off a car during competition: first offense - a fine of \$1.00 per pound of weight lost; second offense - a fine of \$2.00 per pound of weight lost; third offense -disqualification.

4.4.5 Fuel

Use of a fuel that does not meet Slinger specifications: loss of points and money for Event and/or accumulated points for current year. Failure to provide a fuel sample during an event will subject the car to disqualification. Failure to declare the specific brand of fuel being used- loss of points and money for Event and/or accumulated points for current year.

4.4.6 Antifreeze and Non-Approved Chemicals

Any competitor that spills antifreeze, or any non-approved chemical, on the track or in the pit area, will be held responsible for all investigation and clean up cost