

Slinger Speedway Auto Racing, Inc.

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2021 Super Late Model Rules and Specifications

A. Eligible cars and bodies

1. All competing cars will be full-sized, stock American manufactured passenger car bodies that conform to the current ABC Body rules are allowed, 2004 or newer. Also approved is the 2019 Generation 6 Five Star Late Model body. Current ABC Body rules apply unless otherwise specified herein. Refer to ABC rulebook body guidelines will be posted at <http://www.abcbodies.com/>
Wheelbase 103 plus or minus 2" Front and rear tread width is a maximum of 66 Inches. Over 66 inches Not Allowed.
2. No attempt to get any aero advantage allowed, panning of nose or sides, windows, side skirts, noses, tail panels, etc. Allowed max radiator panning for nose and radiator is 29 inches
3. Five Star Bodies or flat 12-inch side vent windows only.
4. 3 window braces front and 2 rear window braces. Must be approved.
5. No holes in any body panels or windows to exhaust air. All holes or vents must remain open for qualifying except nose panel.
6. The ABC Referee and the templates specified for the body style being utilized will be the official method of body measurement at Slinger Speedway including tread width, and wheelbase.
 - a. No panels to extend tops of doors.
 - b. No panning of bottom of car except from radiator to front bumper and between frame rails. For air intake to radiator.
 - c. Exhaust that exits from door must be flush and must have door flange and mounted flush to door.
 - d. Add to ABC Rules MEASUREMENT "A" Must be a minimum of 11.5 inches and nose measurement must be 20 inches minimum from hood to bottom of the nose.
 - e. Right side door inner panel must drop down from the door and must be official approved.
 - f. The use of a 6.5-inch CLEAR spoiler is mandatory.
 - g. A maximum nose height at the time of inspection is being reviewed and may be adopted for all bodies.
 - h. A one-piece centerline template is being reviewed and tested for use on the ABC First generation(2004-current) body.

B. Engines Antifreeze is strictly prohibited

1. Block must be cast iron. (Exception: LS spec engine(s) only)

2. No 18 degree or SB-2 Chevrolet heads.
3. Minimum crank height is 10 inches measured from the center of the forward crank bolt or back of crankshaft.
4. All GM cast iron engines must be located so that the centerline of the forward most spark plug hole center is no more than 4 inches back from the center of the axle center (center of spindle). Ford, Mopar engines may be located so the center of the forward most spark plug hole center of the engine is a maximum of 4" inches rearward of the centerline of the spindle. (center of spindle). LS style engines may be located so the center of the forward most spark plug hole of the engine is a maximum of 4" inches rearward of the centerline of the spindle. (center of spindle). All Set-backs will remain the same. The referee will be used to determine the center of the axle center line (center of spindle). 1

C. ACE Type Engines

Must be able to sell heads, complete for \$2500.00 (hardware, valves, valves springs, retainers, keepers and guide plates.) ACE or ACE 2.0 cylinder heads and intake manifolds must be unmodified. Machining, cutting, grinding, abrasive blasting, use of chemicals, or any alterations to change or alter the cylinder head or intake manifold from its as cast state is prohibited unless allowed per rule below.

Valves 11/32 valve stem or 5/16 valve stem may be used.

3/8 or 5/16 push rod allowed.

No titanium valves allowed.

All valve spring sizes must be 1.55 max.

No shaft rocker arms allowed except on Mopar engines.

Steel or titanium valve spring retainers are permissible.

4 or 5 stage oil pumps allowed.

May have one extra water line per head.

Valve job may be blended into combustion chamber 3/8 inch from seat.

1. Ace Engine Manifolds

Any production type intake manifold allowed - provided it is readily available to all competitors from local race part suppliers. (maximum cost \$375.00) maximum height of manifold is 7.25" (including any carb spacer and gaskets) the manifold height will be measured from the base of carb to top of cylinder block. Only one flat gasket with a maximum of .120 may be used between intake manifold and cylinder head - no spacer or wedge type gaskets allowed. No additional material may be added to manifold. No grinding or polishing of any part of the manifold -except you may match port the runners a maximum of 1". Tapered or beveled carb adaptor allowed (2bl or 4bl) original orientation required, adaptor may protrude into plenum of intake manifold by a maximum of a 1/4" inch. adaptors are one piece only.

2. Ace Engine Pistons

Flat top pistons only - no part of piston may protrude above top of cylinder.

(maximum) compression ratio 10.5 to 1 (10.510 is illegal). Maximum engine displacement for GM and Ford is 362 c.i. inches, Dodge will be 360 c.i. and minimum 350 c.i. for GM, 346 c.i. for Ford.

3. Ace Engine Camshaft

The max lift on any roller cam is .625. Duration rule is 270 at 50 thousandths. No mushroom type lifters. Inlayed cams are prohibited. The maximum rocker ratio is 1.6 to 1. Rev kits of any type are prohibited. Only steel push rods (titanium, aluminum or graphite are prohibited). No roller bearing camshaft journals. Magnetic steel lifters no ceramic.

4. Ace Engine Connecting Rods

Only Slinger Speedway approved steel rods allowed. No titanium, aluminum, graphite or stainless steel. Rods using 3/8" bolts are allowed.

5. Ace Engine Blocks

Must be standard factory production cast iron. (only 010 or bowtie approved). No aluminum blocks permitted. No altering of engine block permitted. Absolutely no grinding or lighting of blocks. The use of aftermarket blocks will be allowed in ace engines. The engine builder must be on the approved engine builder list. No big bore short stroke ace engines will be allowed. No carbon composite or light weight blocks allowed.

6. Ace Engine Crankshaft

Standard steel type only, minimum allowed weight of 43 lbs. (or stock type for block used) stock angle crankshaft allowed. Lightweight, undercut counterweight crankshaft are prohibited. No Honda journal crankshafts. Stroke 3.400 min to 3.500 maximum. Minimum 1.980-rod journals or any under sized journals under factory dimensions.

7. Ace Inspection

A 1.5" plug must be installed in the oil pan for inspection purposes. This hole must be directly under or side of the rod journal. If a windage tray is used, a hole must be provided in line with the hole in the oil pan. Cylinder head removal after any race may be required for inspection purposes. Driver or team must have tools for removal of all parts at track.

D. 9 to 1 Aluminum Head Engines

1. Engine Block

Must be cast iron. No carbon composite or light weight blocks allowed. Must be stock appearing.

2. Crankshaft

Standard steel type only, minimum allowed weight of 38 lbs., stock angle crankshaft allowed.

3. Pistons

Flat top pistons - no part of piston may protrude above top of cylinder. 9 to 1 aluminum headed motors will have a 9.5 to 1 compression ratio (a ratio of 9.51 to 1 or higher will not be allowed). Maximum engine displacement of 362 c.i. and minimum 347 c.i. aluminum headed motors may use dished or

inverted dome pistons.

4. Connecting Rods

Only Slinger Speedway approved steel rods allowed. No titanium, aluminum, graphite rods or stainless steel are allowed.

5. Camshaft

Only steel push rods (titanium, aluminum or graphite are prohibited). 9 to 1 aluminum headed engines are allowed roller cams and rev kits.

6. Heads

All cylinder heads must be approved by Slinger Speedway and all modifications must be submitted to Slinger Speedway before any proposed modifications will be approved. All cast in part numbers must remain unaltered. Painting and /or coating of the heads will not be permitted. No 18-degree GM heads. Heads that are already approved are on file with Slinger Speedway. All other heads must be approved prior to any competition by Slinger Speedway officials. For all 9.5 compression motors the cylinder heads must be acceptable to Slinger Speedway officials and meet the following requirements: Only steel or titanium valves will be permitted. Only magnetic steel valve springs will be permitted and only 2 valves per cylinder will be permitted there are no valve size restriction internal polishing and porting will be permitted spark plug holes must remain in stock location valve angle must remain within 2 degrees of stock angle valves must remain in the stock location in relation to the cylinder bore centerline.

7. Intake Manifolds

No fabricated intakes must be made of aluminum. Only one flat gasket with maximum of .120 may be used between intake manifold and cylinder head no spacer or wedge type gaskets allowed. May be polished and ported.

8. Carburetors and Spacer Plates

All cars will use Holley 4412 style 2bbl approved carburetor unless noted. The HP or parts may also be used. All carbs must pass all Slinger Speedway gauges and specs. Boosters must be stock appearing and as cast for carbs style and no extra holes may be drilled. May not be tapered. Must also be in stock location in body. No modifications of boosters allowed. Spacers can be 1 5/8 max including gaskets. Bores must be perpendicular to the base. Bores must be full thickness of spacer. Bores must be straight. (no tapered, angled, beveled, grooved, or recessed). No part of spacer may protrude into plenum of intake manifold. Spacers are one piece only unless supplied by sealed engine package. These parts must be Slinger Speedway gauge legal. Throttle bores, Boosters and Booster legs. Throttle plates, throttle shafts, main body. Metering blocks must be 4412 gauge legal with Holley production parts and no extra holes may be drilled. Block may be plugged and may be machined but must remain stock appearing no aftermarket blocks. Carburetor metering block must be stock or HP style only. No aftermarket metering blocks permitted. Only three (3) open

emulsion holes per side permitted. Any additional emulsion holes must be plugged and non-functional. NEW STYLE Holley 4412 ULTRA HP is NOT legal
9. The following will not be legal:

Added directional devices will not be permitted inside the intake manifold. Air holes will not be permitted to be opened in the intake manifold. Painting and /or coating of the intake manifold will not be permitted.

10. No engine part may be composite. All part numbers must remain on all engine parts No crank fire ignitions except for LST engine.

604 Crate Motor

1. A stock 604 Chevy Crate Motor may be used. Call or email for rules and instructions.

E. Wisconsin Concept Engine

Only approved OEM Cast Iron Cylinder heads of stock configuration allowed. Cylinder head is the Chevy cast iron bowtie part numbers 14011058, 10134392,12480034 and casting 14011034 (187 cc maximum intake runner volume) Ford cylinder head #'s M-6049-N351 & M6049-E351 (197 cc maximum intake runner volume) Mopar cylinder head #'s P249769 & P452946 (198 cc maximum intake runner volume) Cylinder heads must be OEM to block being used. Angle milling is prohibited, valve angle must remain 23 and cylinder heads must remain stock, valves, rocker studs, head bolts and spark plugs may not be relocated. No polishing or grinding permitted to ports or runners, (Combustion chamber may be polished, however the configuration may not be altered). Minimum CC of the combustion chamber shall be 62cc. A three-angle valve job may be done as long as no stones are used more than 1/8" above the head of the valve, (Bowl cutting is prohibited). Intake 2.02, exhaust 1.60, maximum allowable valve spring diameter 1.55 inches.

Use of titanium valves prohibited. All original cylinder head identification markings must remain as original. Only approved rocker arms allowed, maximum ratio 1.6 to 1. Shaft type rocker arms are prohibited. No more than 0.010 of an inch may be removed from any surface of the combustion chamber. The cylinder head to block surface may be machined a maximum of 0.050" from OEM. No angle milling. Any evidence of chemical treating, acid dripping, acid flowing, abrasive blasting or other alterations to the original as cast in form or the addition of material to the ports or combustion chamber will cause those cylinder heads to be declared illegal. Flat top pistons only - no part of piston may protrude above top of cylinder.

Maximum compression ratio 10.8 to 1 (a ratio of 10.9 to 1 or higher will not be allowed). Maximum engine displacement of 362 C.I. inches and Minimum 350 CI.

Intake Manifold

Any production type intake manifold allowed - provided it is readily available to all competitors from local race part suppliers. (Maximum cost \$350.00)

Maximum height of manifold is 7" (including any legal carb spacer and gaskets) the manifold height will be measured from the base of carb. to top of cylinder block. Only one flat gasket with a maximum of .120 may be used between intake manifold and cylinder head - no spacer or wedge type gaskets allowed. No additional material may be added to manifold. No grinding or polishing of any part of the manifold - except you may match port the runners a maximum of 1". Tapered or beveled carb adaptor allowed (2bl or 4bl) original orientation required, adaptor may protrude into plenum of intake manifold by a maximum of a 1/4"inch. adaptors are one piece only.

Cam

Only flat tappet cam with stock diameter lifters allowed. No roller, mushroom type lifters and inlayed cams are prohibited. Maximum lifter diameter = GM - 0.843 / FORD - 0.875 / MOPAR -0.904. The maximum rocker ratio is 1.6 to 1. Rev kits of any type are prohibited. Only steel push rods (Titanium, aluminum or graphite are prohibited).

Connecting Rods

No titanium, aluminum, graphite or stainless steel rods or rods using 3/8" bolts are prohibited.

Engine Blocks

Must be standard factory production cast iron. (Only 010 or bowtie approved). No aluminum blocks permitted - in concept, 9 to 1 or A.C.E. No, altering of engine block permitted. Maximum cylinder bore diameter 4.040 inches.

Crankshaft

Standard steel type only, Minimum allowed weight of 43 lbs. Stock angle crankshaft allowed. Lightweight, knife-edge, undercut counterweight crankshaft are prohibited.

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Inspection

A 3/4" plug must be installed in the oil pan for inspection purposes. This hole must be directly under or side of the rod journal. If a windage tray is used, a hole must be provided in line with the hole in the oil pan. Cylinder heads removal after may be required for inspection purposes. NON - COMPLIANCE WITH THE SPECIFICATION OUTLINE HEREIN WILL SUBJECT THE PARTICIPANTS (OWNER/DRIVER) TO DISQUALIFICATION, LOSS OF MONIES AND POINTS EARNED AT THE EVENT. FURTHERMORE, THE OWNER WILL BE FINED \$5000 AND ALL NON -COMPLYING COMPONENTS WILL BE SEIZED BY THE TRACK INSPECTOR. OWNER/DRIVER MUST PROVIDE TOOLS TO REMOVE VALVES.

F. Carburetors and Spacer Plates

All cars will use Holley 4412 style 2bbl approved carburetor unless noted. The HP or parts may also be used. All carbs must pass all Slinger Speedway gauges and specs. Boosters must be stock appearing and as cast for carbs style and no extra holes may be drilled. May not be tapered. Must also be in

stock location in body. No modifications of boosters allowed. These parts must be Slinger Speedway gauge legal. Throttle bores, Boosters and Booster legs. Throttle plates, Throttle shafts, Main body. Metering blocks must be 4412 gauge legal with Holley production parts and no extra holes may be drilled. Block may be plugged and may be machined but must remain stock appearing no aftermarket blocks. NEW Holley 4412 ULTRA HP is NOT legal. Carburetor metering block must be stock or HP style only. No aftermarket metering blocks permitted. Only three(3) open emulsion holes per side permitted. Any additional emulsion holes must be plugged and non-functional.

F.SOUTHERN SUPER PARTS ENGINE (SSPE) Full specifications on this engine package are available by contacting Slinger Speedway technical officials. 7800rpm limit.

Southern Spec Parts motors must comply with the following. Spacers can be 1 1/2" max and bores must be perpendicular to the base. Ford Ace with 2934 intake max 5/8" spacer. No tapered spacers unless allowed on approved engine package.

Approved spacers must be used on MEP, Hamner, LST and Wegner LS.

G. Fuel and Fuel Cell

Approved pump fuel only. No oxygen bearing or performance enhancing additives may be introduced into the inductions or fuel supply, either at the fuel cell or upstream in the system. Violations will result in immediate disqualification from the event; forfeiture of owner and driver points, and monies/contingencies earned for the event. Fuel samples may be taken at any time and tested (DIGITRON, SPECIFIC GRAVITY, GERMAINE DROP TESTING, WATER TESTING AND ANY OTHER TESTING METHODS DEEMED NECESSARY) Alcohol, nitro methane, nitro propane, nitrous oxide, other oxygenating agents, other additives and/or fuels that contain masking agents or oxygen are not permitted. *USE OF SUCH SUBSTANCES OR ADDITIVES WILL RESULT IN IMMEDIATE DISQUALIFICATION. Ethanol (E-85) will be permitted on a test basis only. Fuel cells with rubber bladders fuel cell plates or fuel cell tubs are mandatory. Fuel cell protector plate 1/8 thick steel must be mounted on outside of frame rails. The plates must cover the sides and rear of the fuel cell and be official approved. Fuel cell minimum height 10 inches. Fuel cell must be securely mounted behind rear axle and between rear frame rails. Fuel cell must be banded both ways with two steel straps each way. 1-inch minimum straps. Fuel cell tub 1/8 thick steel with one-inch lip. Front, bottom and rear will be one piece. The top of the box will use current 18 or 20 gauge top with 1 inch by 1/8 steel straps with two in each direction. All fuel cell cans must be magnetic steel. All fuel cells must have check balls in place. Any over the axle style rear tail style chassis must use approved 1/8 inch magnetic steel fuel cell can. Any chassis with

incorrect fuel cell can will be asked to change or be disqualified. The cell must be bolted in with a minimum of 14-3/8 bolts with flat washers on top and lock washers on bottom. The top for this cell will be 18 gauge steel with steel straps in both directions. A sonic tester will be used to check fuel cell can thickness. Must have -6 (3/8") roll over vent valve installed or tech approved alternative.

Fuel

Fuel and Fuel Cell - continued - Cell must be mounted behind rear-end between frame rails per the above rules. Highly Recommended - Oberg fuel shut off valve, mounted in line stopping the flow of fuel when the engine stops.

H. Weight Combinations

(please note that all weights are subject to change based on performance).

Any other engine combinations will need to be approved by Slinger Speedway Tech Director prior to entry of any event. All cars will be 58% max left side weight. Add 25 pounds for 59% max left side weight. Add 50 pounds for 60% max left side weight. Fuel burn off deduction will be 1/2 lb per lap of advertised race distance. No fuel burn off deduction will be allowed for qualifying.

All added weight must be solid LEAD no tungsten. Must also be painted WHITE with car numbers on weights. Lead must be in solid blocks. No weights mounted to fuel cell framework , ASA bar or fuel cell protection tubing.

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Any engine weight maybe adjusted at any time.

2675 lbs – Approved LLM wet sump engine Slinger Late Model drive line, suspension, and body rules apply, with 4412 2bbl Holley - 500 cfm*

2700 lbs - Wegner 5.3 (wet sump) sealed engine with 4412 2 bbl Holley - 500 cfm and 7600 rpm limit. ****

2700 lbs - ACE or **ACE 2.0** Engine with 4412 2 bbl Holley - 500 cfm* - ***

2700 lbs – Wisconsin Concept Engine with 4412 2bbl Holley – 500 cfm*

2750 lbs - Mcgunegill sealed engine with 4412 2bbl Holley - 500 cfm

2750 lbs - Wegner 6.0 or **6.2******* (wet or dry sump) sealed engine with 4412 2 bbl Holley - 500 cfm**

2750 lbs - Hamner Sealed engine with 4412 2bbl Holley - 500 cfm

2750 lbs - Tesar Spec Engine with 4412 2bbl Holley - 500 cfm

2750 lbs - 9 to 1 aluminum engines with 4412 2 bbl Holley - 500 cfm***

2750 lbs - WI LST Spec with 4412 2bbl Holley - 500 cfm 2750 lbs -

Southern Spec Parts motor- 2bbl 4412 Holley 500 cfm 7800 rpm

Add RPM Limits for Mcgunegill and Hamner engines.

7600 RPM for WI LST, Tesar, Hamner & Mcgunegill Engines

8000 RPM Limit for Wegner 6.2

*Add 100 pounds **with** approved 750 cfm 4 bbl Holley

**Add 100 pounds with approved 650 cfm 4 bbl Holley

####Ring gear smaller than 8.8" must add 15 lbs.

***Add 100 pounds with approved 390 cfm 4 bbl Holley

****Add 50 pounds with approved 650 cfm 4 bbl Holley

I. Mufflers and Headers

Mufflers are required for competition at Slinger Speedway. Any car not meeting the 95 decibels will not race. All exhaust highly recommended to exit under car to meet this requirement. All exhaust systems must have mufflers that are not tampered with or hollowed. No custom high dollar headers (no titanium or inconel) allowed. Any collector may be used without a cone style inserts. No one off custom header allowed.

J. Air Intake

1. Forward intakes are not allowed. Air boxes are permitted. The back of the air box must be flat or must be stock Five Star part.

2. No devices for directing the flow of the air into the air cleaner or air box are permitted.

3. No additives allowed in air filter.

4. You may not grab or funnel air into air box.

K. Clutch

1. 4.5 inch or larger clutch allowed. Max price MSRP. \$1600

2. Absolutely no carbon fiber or poly clutches allowed.

3. Bell housing must have a minimum 2 1/2" hole at bottom (to allow a clear view of clutch).

4. Only standard material clutches allowed. No Slipper or Centrifugal clutches allowed.

L. Transmissions

1. Bert or Brinn style transmissions are allowed.

2. No bottom load transmissions.

3. Must have two forward and 1 reverse working gears minimum.

4. One single lever shifter. No push and pull rods.

5. Must be self starting.

M. **Brakes** - The Coleman brake kill switch is highly recommended.

1. All cars must have functioning brakes on each wheel with no more than 4 piston brake calipers.

2. Fixed mounted or floating rotors only. Steel rotors only. Maximum \$500 limit on brake calipers for all Slinger Speedway cars.

3. All brakes must be Slinger Speedway approved. Must also be sold on open market. No electronic brake components permitted. The Coleman brake switch is permitted.

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4. No other material may be used other than steel for rotors. No Carbon Fiber or composite material.

5. All air for brake blowers must be taken from nose or radiator air box only. May not pull air from under car at any time. Max 2 blowers per each wheel.

Air must only be blown on brake rotors. Ultra cool Fans may also be used.

N. Shocks

1. All shocks must be Slinger Speedway approved max MSRP \$1000 each. All conventional type other shocks that are now in use may be used. Any new JRI, Ohlins, Penske, or redesigned shock body from these companies will not be allowed.
2. One shock and coil spring per wheel and or corner. Use of eliminators is allowed.
3. No shock blankets or covers allowed
4. Coil spring maximum cost will be announced with a tech bulletin.
5. No electronic shocks permitted. No Magnetic Shocks. No air shocks.
6. Shocks must be mechanical and no part of the shock or suspension may utilize electricity.

O. Suspension

Coil over or leaf allowed, no cantilevered suspensions or wishbone type suspensions. No computer or hand operated controlled suspension. No titanium axle shafts, No aluminum rotors, No carbon fiber rotors. No air bumps.

P. Roll Cage Construction

Following is the minimum specification requirements for roll cage construction approved for Slinger Speedway competition. Slinger Speedway officials reserve the right to sonic test any or all, structural chassis members at any time during a sanctioned event. Structural chassis member(s) found in violation of minimum requirements render that chassis ineligible for competition until minimum standards are met or exceeded. Drilling holes to lighten any part of the body, chassis, suspension or bolts is not permitted. Only steel round; rectangular or square tube is approved for roll cage or chassis construction of any main or supporting sub-structures.

Wall thickness; size and/or diameters are specified where necessary. A four-point (4) roll cage structure utilizing a minimum 1.75- inch x .090-inch (1-3/4"x.090") od d.o.m. steel tubing is mandatory. The entire structure must be welded to the primary frame structure with a minimum of four (4) horizontal driver side door bars. A minimum of 2" x 3" x .095" wall steel tubing is mandated for main frame rails. Main frame rails are identified as midsection rails. Main frame rails and side rails must be located within the normal tread width of the car. A minimum of 2" x 3"x .083" wall steel tubing is optional for front clip rails, rear clip or kick-up rails. No material substitution permitted. Roll cage structure must be braced to the front frame stub, with the hoop section surrounding the engine compartment; running rearward with diagonal member's connection to the rear frame section.

Nose, right side kick outs and rear bumper cover supporting structures must be a minimum 1.500-inch x .063- inch od steel tube. No material substitution permitted. Absolutely no aluminum allowed on the structure of the chassis.

Q. Driver Side Door Plates

Left side driver support bars or plates are mandatory. See option a or b listed. No material substitution is permitted. All support bars or plate installation is subject to approval. All door bars need to be plated. All plates must be steel. Plan A – 0.125-inch, 1/8" solid steel plate bolted to the left side door portion of the roll cage. Doorplate must be bolted to the roll cage using a minimum of six (6) each 3/8" (.375-inch) aircraft quality bolts and washers. Welding of the plate to the roll cage is prohibited.

Plan B – minimum 0.125-inch (1/8") thickness steel plate must be welded to the space between each left-side door bar. Offset chassis right side door bars commonly called the outrigger or the kick-up bar, must be constructed of a minimum 1.250-inch x .065-inch wall round or square steel stock. All supporting substructure must be constructed of 1-inch x .063-inch wall round or square steel stock. No material substitutions permitted.

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R. Driveshaft

The driveshaft shall be made of steel or aluminum. Carbon-fiber driveshaft's are not permitted. Containment hoops (2 required), constructed of a minimum 0.1875-inch thick steel, are mandatory and the forward hoop Must be 4-5 inches minimum behind front yoke.

S. Front Suspension

Independent front suspension with articulated upper and lower control arm(s) is mandatory. The type of shock absorbers and suspension springs are optional. One (1) shock absorber per corner of the car is permitted. Front suspension adjustment must be done from under the car or by lifting the hood. No holes in the hood, fenders or other body parts from the windshield forward to adjust front suspension component(s) are permitted. No suspension adjustment devices are permitted in the driver's compartment area Or in reach of driver at any time in car. Knob-type brake bias adjusters are recommended. Weight transfer or suspension adjustment devices, adjustable while the car is under way are prohibited. Spring rubbers are permitted and must be removed manually. No removal devices may extend outside the body of the car or be accessible to the driver in the drivers compartment. Manual or power steering maybe used. No electronic power steering.

T. Rear Suspension

Non-independent, live axle type rear suspension is mandatory. Rear ends may be quick-change. **No ring gear smaller than 8 inch. Ring gear smaller than 8.8" must add 15 lbs.** May use full-floating hubs or 9-inch Ford type. Rear axle tubes must be steel. No open tube rear ends permitted. Trailing arms mounted behind the driver must have 1/8" min protection plate and may be boxed. Maximum rear camber is + or - 1 degree measured with the rear axle level. Material used for rear end center section is at the discretion of the team, but hub pins must be steel. Rear end coolers are

recommended. Remote rear suspension adjusters are permitted when accessible through the rear window. A maximum of three (3) one-inch (1") diameter holes are permitted in the rear window. Each hole can allow access to one adjustment device only. No adjuster may extend forward of the rear window area. All pumps used to circulate fluid for the purpose of cooling the rear end, must be mounted in the center of the car. No bird cage set ups of any kind. No part of the trailing arm mounting bracket may rotate or move. No cantilever, wishbone, or torsion type suspensions maybe used. Crowned axles not permitted.

U. Wheels

Approved wheels must be 15-inch diameter; five-lug (5) steel; 5" x 5" hub or wide 5 patterns; 10-inch rim width. Bleeder's will not be permitted. Alteration or defacing of wheel identification numbers; labels; code numbers or serial numbers is not permitted. Wheel(s) failing these criteria will be ineligible for competition. A minimum weight of 17lbs is required.

V. 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. Wheel spacers, if used, must be made of steel or aluminum and a minimum 6.75 inches in diameter. Shims are not permitted when mounting wheel studs to hubs.

W. Safety

In all matters pertaining to safety, car owners, drivers and crewmembers must review and educate themselves in all safety standards. It is the responsibility of the car owners, drivers and crewmembers to install, wear and maintain all safety equipment as specified by manufacturer's instructions. This includes, but is not limited to, helmets, fires suits, racing suits, gloves, shoes, flame-resistant underwear, flame-resistant head sock, head and neck restraint systems, driver's racing seat and safety belts. Any safety infraction will deem the car ineligible for competition until the infraction has been repaired or corrected and the car re-inspected. Drivers wearing dental plates or dentures are required to remove them for any hot-track activity. All cars must have tow hooks installed (2 in front on bay bars and 2 in back on fuel cell protector bars. Tow hooks must be able to support weight of car under tow.

1. Driver seat

All driver seats must be manufactured by a recognized manufacturer of seat and safety equipment, multi-layer aluminum seat and approved by Slinger Speedway officials. Seats must remain "as purchased and produced", no holes or other modifications made for weight reduction. Homemade seats or sprint car type seats are not permitted. Seat construction must be solid aluminum sheet material from the seat bottom to above the driver shoulder area; must be fully padded, with padded pelvis, rib and shoulder supports on

both the left and right side. Exception –Lajoie seat where construction is such that rib supports are not required. A head restraint system, manufactured by a recognized manufacturer of seat and safety equipment, is mandatory and subject to Slinger Speedway official's approval. Bolt on systems are approved for competition. Seats must be equipped with left and right leg extensions, fully padded, running from the edge of the seat to the entrance of the foot box area. Recommendation – a minimum 1/8" (.125-inch) thick steel plate be mounted on the front of backside of the rear hoop of the mid-section in front of the left rear wheel. Plate should extend from the horizontal shoulder bar downward the height and width of the driver seat.

a Seat belt and shoulder harness installation. All seat belt and shoulder harness systems must be SFI specification 16.1, type.

b. Y-type shoulder belts are not approved for use. Seat belts and shoulder harness systems must have a production date within three years of the event date. A minimum five-point harness system is mandatory. Competitors using the HANS device may use a standard three-inch (3") or the **sfi approved racing** two inch (2") wide shoulder strap **as required by the safety restraint manufacturer**. ~~The Schroth Racing should strap system has been specifically designed for use with the HANS device. Schroth part numbers are profi iii 6fh; hybrid iii h; profi iii 6h.~~ Shoulder harness belts shall not be mounted lower than the shoulder line of the driver or 10 degrees. All lap belt and shoulder harness mounting must be done with aircraft-quality bolts and washers. Safety restraint system must be mounted as per the manufacturers mounting instructions. Belts may not be more than 3 years old per manufacture date **or as posted for expiration by the manufacturer**.

2. Driver Helmet

Effective with the 2020 season, all driver helmets must reflect a Snell *sa2010,sa2015* or 2020* certification minimum. SFI or Snell approval sticker must be visible for Slinger Speedway official's inspection.

Eye protection is mandatory at all times.

3. Left Side Window Net

Left side driver window net is mandatory. Construction must be web-type safety net with mechanical release. Net bar must be a minimum of .1875-inch (3/16") flat steel or .375-inch (3/8") round stock and run the entire length of the window net between mounting points. Mechanical release must be welded to the front or "a" pillar end of the bar.

Spring-loaded releases are not approved for competition. Driver net must be secured in place and centered in the door area and must be secured to the upper roll cage horizontal member. Window nets must drop down. Must latch on top. No Fish net style window nets.

4. Fire Suppression System

A minimum five-pound (5) on-board fire suppression system, with multiple

discharges point is mandatory for Slinger Speedway competitors. Must have gauge in view. Must be fully charged.

5. Driver Head/neck Restraint System and Driver Uniform

Use of head and neck restraint devices is highly recommended for all hot-track activity. Approved devices are the HANS device, LFT Technologies R3, Simpson and the Hutchens ii device. Driver uniform must be a multi-layer, full-coverage, one-piece fire-retardant uniform specifically designed for racing, fire retardant gloves, socks, underwear, and shoes.

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X. Tires

Hoosier tires are the official Super Late Model tire of Slinger Speedway. The Hoosier 3035 left side and the Hoosier 3045 right side will be required at Slinger Speedway. Alteration of a tire(s) is not permitted and defined as changing the physical and/or chemical composition of the tire by cutting; warming; cooling or the use of chemicals whereby the tread area or the interior surfaces of the tire is changed from the manufacturer's specifications; alteration or defacing of tire identification numbers; labels; barcode numbers or serial numbers. Any violation of this nature causes the tire(s) to be deemed ineligible for competition. Surface grinding to "clean" build up from the face of a used tire is permitted.

The tire rule at Slinger Speedway is as follows:

ALL RACE TEAMS must fill out a Slinger Speedway Tire Card and have it handed in at tech before the car qualifies. All four tire serial numbers must be legibly written on the card, those tires must be used for qualifying, and races in said race program unless noted otherwise.

1. The first race of the season is a 4-tire race. All other races (unless noted) are three tire events with the option of running two used tires at a three tire race with a 75 pound weight break.
2. Within 10 minutes of the conclusion of your final race you must impound at least one tire and make sure it's documented into the system and marked.
3. If you choose to race the following week on two tires "and" take the 75 pound weight break you **MUST** put two tires in the impound area and get them documented into the system and marked. One of the two tires must have at least 2/32" of tire wear from new on three of the five tread depth holes or run a minimum of 126 race laps (which is equivalent to 2 race nights with qualifying) documented per Slinger tech tire data.
3. You can have a maximum of four tires impounded at Slinger Speedway.
4. Beginning with the second race at Slinger Speedway we will run mainly three tire races. For three tire races you must use one approved tire that came from impound. If you choose to race on two new tires and two used tires with the 75 pound weight break one of the two used tires must have at least 2/32" of tire wear from new on three of the five tread depth holes or run a minimum of 126 race laps (which is equivalent to 2 race nights with

qualifying) documented per Slinger tech tire data - as stated above in section X number 3. If you do not wish to purchase new tires then you must race on tires from your impound that have been scanned into the Slinger Speedway tire tracking system and marked.

Tire Rule Continued:

5. For two tire racers you must have your two new tires and your two approved documented impounded tires (as stated above on page 10 in section X number 3) on for qualifying and feature races, you do not have to use them your heat race. For three tire racers you must have your three new tires and your one approved documented per Slinger tire tech impounded tire on for qualifying and feature races. You do not have to use them in your heat race.

6. Within 10 minutes of the conclusion of your last race you must put at least one tire in your impound. If a driver needs to swap out a tire for the night, the Tire Marshall must approve. New, cut or damage tires may be replaced if tire has code for that night, providing tire has not completed on half of the feature laps. Damaged tire must be inspected by the Tire Marshall and/or Competition Director, to approve new tire for the following week.

7. Tires are serial numbered by Hoosier and scanned in and/or recorded on a master sheet. Any tire run not conforming to the documented master sheet for that car will be deemed illegal and that car will be scored last in the event it was run.

8. If you run the semi feature and advance to the feature you must run the same four tires that you ran in the semi feature in the feature race.

9. Tires follow the driver not the car.

10. Tires will be monitored throughout the year by the track management. Slinger Speedway officials may make amendments or changes to these rules at any time.

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11. If a new team comes to Slinger Speedway he/she must have approved and marked used tires to race on. If they don't they must purchase used marked tires from the impound area for \$25 each.

12. If you run tires in your feature that are different than those you qualified on and not pre approved by a Slinger Speedway Tech Official you will be disqualified for that event.

13. Tires will be durometered at any time during the race night. Any tire that durometers below your new tire will be taken for that race night and thoroughly looked at and/or sent in for testing. There is no reason an old tire should be softer than a new tire. Additionally, tires may be randomly selected for sampling throughout the season. tire sampling will be completed as per the procedure described in section 3 of inspection procedures.

14. If you time in on a tire other than yours you will lose your spot and be placed in the back of the semi Feature or Consi depending on the car count.

15. If a competitor has a problem resulting in a DNF early in the feature or semi

feature the tires may go into impound as "used" tires. If a competitor scratches after qualifying they may NOT impound the tires as "used".

Y. Traction Control and On-Board Computer or Analysis Equipment.

No equipment of this nature is permitted on any car or located in the pit area of any event and will subject the team(s) to confiscation of equipment and penalties by Slinger Speedway officials.

1. Only one camera pointing out front windshield allowed. Multiple cameras not allowed. No computer or video analysis equipment of any kind allowed.

Z. Ignition

All ignition systems must be 12 volts. Only one 12 volt battery maybe used at any time. Ignition boxes may be switched by Slinger Speedway from car to car or swapped with one of Slinger Speedway's house ignition boxes.

Wiring will follow in this rule. Voltphreaks batteries are not legal.

Approved Ignition boxes: (Call for others that maybe used)

Crane

Crane Cams Ignition Hi-6r p/n 6000-6400, or Hi-6rc p/n 6000-6700, or Hi-6 p/n6000-6440

MSD

MSD6A, MSD 6T, MSD6AL, MSD 6ALN, MSD6

Ignition continued:

Connector: the 6 wire harness must be 24" long maximum and have a female 6 pin, weather pack connector.

Six pin wiring diagram

a- ignition switch 12v (small red)

b - points pick-up (small white) brown gm boxes

c - coil negative (small black)

d - coil positive (small orange)

e - battery positive (large red)

f - battery negative (large black)

two pin optional for these two.

a - battery positive (large red)

b - battery negative (large black)

1. Two ignition boxes are allowed in car.

2. Both boxes must be in clear view.

Must be able to remove in five minutes.

Non - compliance with the specifications outlined herein may subject the participants (owner/ driver) to disqualification, loss of monies and points earned at the event. Furthermore, the owner may be fined up to \$5000 and all noncompliant components will be seized by the series technical inspector. Owner/driver must provide tools to remove part.

Z.Transponder model --AMB Trans x260 Transponder

Super Late Model Mounting Locations

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.

Spotter is required to be in the spotter at all times when racecar is in competition. Spotter is required to monitor Raceceiver channel # 1565. Race team radio frequency must be registered with Slinger Speedway track officials.

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FLAGMAN AND JUDGES have FULL AND FINAL decision on all races. ALL rules subject to change by Slinger Speedway track officials. Track Officials will review all decisions and reserves the right to amend the finish in the event of an error.

Provisional Option: One Feature provisional/per driver/per season is allowed. The driver **must be a paid Slinger Speedway member in good standing** 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 season's 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 requesting to use a provisional.

All cars are subject to inspection by track officials at any time whether safe or unsafe to complete. Slinger Speedway Officials will make final decision whether legal or illegal. If a car fails post-qualifying inspection, the car will start in the back of the slowest event of the evening.

All illegal parts will be confiscated by Slinger Super Speedway and will be destroyed (see example) * by Slinger Super Speedway.

* Illegal car parts, complete car will be confiscated.

* Comp/CI complete engine assembly will be confiscated.

* Any cylinder head component, complete cylinder head will be confiscated and not returned.

Any driver entering or driving in the pit area unreasonably will be fined. Any unjustified action on or off the track may result in suspension from the track or pit area and loss of pay.

To be eligible for special event awards and/or any contingency awards you must be a Slinger Speedway member and meet all specified requirements. All drivers must compete in 80% of weekly shows and purchase a Slinger Speedway membership to be eligible for our annual point fund and contingencies.

Slinger Speedway members will pay a reduced pit pass fee. Slinger Speedway rulebooks are available to all competitors. Competitors are required to follow the rules and specifications as set forth in Slinger Speedways written rulebook. This rulebook is not intended to constitute a contract, but it is instead created for the safety of the driver's and spectators and to establish certain standards and guidelines applicable

to each division. Slinger Super Speedway reserves the right to make rule adjustments at any time to maintain competitive racing. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publication of, or compliance with, these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

No consumption of alcohol in the Technical Inspection Area until all race cars have passed inspection. Driver responsible for the conduct of all crewmembers! Fines and points will be imposed to drivers. Slinger Speedway has the right to refuse entry.

NO burnouts, donuts, or careless driving on the Slinger Speedway logo. A \$1000 fine will be assessed.

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All race cars must have a legible car number on the right front headlight or right front top of windshield.

Protest Fees

\$200--P&G and compression test any 4 cylinders, rocker arms and push rods.

\$1000 Inspect One cylinder head (cylinder head must be removed) includes checking ports, valve sizes, CC's, check bore and stroke, visual inspect cam, measure lifter size.

\$200----Simple connecting rod and crankshaft inspection, via inspection hole in oil pan

\$3500---Remove engine from car, remove oil pan, check connecting rods and remove crankshaft for weighing.

25% of the protest fee will be retained by Slinger Speedway and the remaining balance of the protest fee will go to the winner of the protest.

The track has the right to take apart any engine that they feel necessary.

Failure to obey direction or order of a Slinger Speedway official will result in disqualification, loss of monies and points earned at that race, plus a fine. If your engine is found to be illegal, you have one (1) hour from the completion of that race to prove that your engine does meet Slinger Speedway specifications.

The burden of proof does rest on the driver/owner and all costs will be done at their expense, not Slinger Speedways.

Any driver suspended from Slinger Speedway may also be suspended at all POWAR member tracks until suspension is served. P.O.W.A.R. is the Promoters Of Wisconsin Auto Racing.