

## SAFETY EQUIPMENT

SEATS - Approved aluminum driver's seat required.

We recommend the seat to be mounted as high as possible for better viewing.

Seat must be fastened to the frame/roll cage and located to give adequate distance from the driver's arm to door bars. Shoulder supports on the right and left sides of the seat and head support on right are required.

Full containment seats recommended. (No Carbon Fiber). Seat may not protrude outside 4 point upright or top cage halo. Leg containment supports are recommended.

SAFETY BELTS - Belts must be dated within 3 years of manufacture or as listed approved by the manufacturer's expiration date. A minimum five point harness system is mandatory.

Competitors using the HANS device may use a standard three inch (3") or the Schroth racing or equivalent two inch (2") wide shoulder strap. Schroth Racing shoulder strap system has been specifically designed for use with the HANS device. Schroth part numbers are profi iii6fh; hybrid iii-h; profi iii-6h. Shoulder harness belts shall not be mounted lower than the shoulder line of the driver or 10 degrees. Belts must be anchored to the roll cage or frame.

Grade "5" bolts 1/2" min diameter required. Shoulder harness must not be anchored lower than 2-inches below driver's shoulder height. 6-point belts (double crotch strap) are recommended.

DRIVING COMPARTMENT - Cockpit must be completely sealed off from the engine compartment and fuel cell. Roll bar padding required around driver; Recommended: Fire retardant padding. A securely mounted operational 2-1/2 pound minimum fire extinguisher with a gauge visible for inspection purposes is mandatory. Extinguisher must be mounted in a quick release bracket. Fire suppression systems are recommended. Driver-side window net required, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted to the roll cage so the latch is at the top front of the window. Clearly labeled push-pull or toggle type kill switch accessible from either side of the car is required. A gas pedal toe bar (kick-up) is highly recommended. No driver-adjustable devices allowed while the car is in competition except brake adjuster.

No carbon fiber interior components will be allowed, likewise, no carbon fiber or titanium components allowed anywhere on the car.

DRIVER'S ATTIRE - Complete SFI- approved fire retardant driving suit and gloves required.

Eye protection and a Snell SA-2015 or newer helmet required. Snell "M" or D.O.T helmets not allowed. Head and Neck restraints (HANS Type), fireproof shoes, are recommended. Officials will monitor items related to safety, but ultimately it is the responsibility of the driver to monitor, maintain, and update his safety equipment.

## ROLL CAGE CONSTRUCTION

The following is the minimum specification requirements for roll cage construction approved for competition. 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 substructures. 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 wall(1-3/4"x.090") diameter steel tubing is mandatory. Welded gussets required on all joints. The entire structure must be welded to the primary frame structure with a minimum of four (4) horizontal driver side door bars and 3 on the right side. Door bars must be connected with a minimum of two equally spaced vertical tubes. Frame rails must be a minimum of: 10" perimeter tubing x .120" wall thickness or 12" perimeter tubing x .095" wall thickness. 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 for front clip rails, rear clip kick-up rails need to be a minimum of 2"x2" square x.083" wall. Diagonal bar in top hoop required.

Absolutely no aluminum allowed on the structure of the chassis. Floor pan under the driver must be a minimum thickness of 13 gauge (.083") steel (for driver's safety).

DRIVER SIDE DOOR PLATES - Left side door bar deflector plates mandatory.

All plates must be steel with a 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. Front of outrigger bar must go to the right front frame behind the right wheel. All supporting substructure must be constructed of 1-inch x .063-inch wall round or square steel stock.

No material substitutions permitted. All support bars or plate installation is subject to approval.

CHASSIS Fabricated or stock frame allowed.

BASE WEIGHT 2700# 60% max left side **No fuel burn off allowance,all weights post race.**

**WEIGHT Adjustments Power steering add 25 lbs**

**Internal clutch transmission add 25 lbs**

**Winters Raptor #60200 add 25 lbs**

**REM polished gears, shafts or bearings in transmission on Stock style, Saginaw or Richmond add 25 lbs**

**Slinger Speedway or Wegner Automotive Certified Engine deduct 25 lbs**

WHEELBASE & TREAD WIDTH 103" Plus or minus 2",Maximum Track width is 66"

TIRES APPROVED TIRE: Hoosier D800 only. Tire bank system will be used. Only 8 tires in your tire bank. Start with 4 and add one additional per night.

Chemical treatment of tires (softening) is not permitted and if found guilty will result in the disqualification from the event and loss of prize money and points. Drivers guilty of altering and/or chemical treatment of tires will also be suspended for the next night of racing. If a driver is found altering and/or chemical treatment of tires on the last night of competition, he/she will be disqualified for that night of points and prize money and deducted of all points from the previous night of competition. The definitive method to determine if a tire is legal will include a durometer reading with the exact number to be provided by Hoosier, taking into account the model of the tire and tire temp. Failure of a tire to meet the minimum reading may result in seizure of the tire, fine, penalty, and/or disqualification as mentioned above.

FRONT SUSPENSION & SPRINGS 200# minimum front spring rates with a minimum O.D. of 2 1/2": Maximum MSRP \$100 per spring

No Bump-Stops, Compression/Rebound-limiting or Coil-Bind set-ups.

One spring rubber allowed per corner. No preloading method of the springs on any corner.

SWAY BAR 1 Piece Stabilizer bar - max 1 1/2" O.D.

Spline bar allowed - max 1 1/2" O.D. add 25#

No Rear Stab Bar - Bar to only be attached on right side

STEERING Manual rack on fab stub - If you choose to run power steering, you must add 25lb front to rear with a stock stub such as Monte Carlo with power steering box - No added weight is required.

REAR SUSPENSION Rear suspension must be solidly mounted (Heim joints only - no rubber bushings),

3 link only no Lift Bars. Trailing arms must mount under the rear end tube in a solid fashion and below the axle tube at the 6 o'clock position.

SPINDLES & HUBS Any one piece steel spindle is allowed. Aluminum steering-arm and ball-joint mounts are not allowed. Aluminum hubs allowed, no magnesium, with MSRP of \$180. Oil filled (or oil filled design) hubs do not meet price limitations and will not be allowed. Roller bearing only, ball bearings not allowed. No wheel bearing spacers allowed.

SHOCKS Only part numbers listed are approved. No changing or altering the shocks in any way. Shock stroke and valving must match all OEM specifications.

Shock cannot be painted and model # must be legible.

Any drivers caught altering their shocks will receive a one year suspension.

Tech shed may trade out shocks at any time to have them inspected.

Koni Shocks

QA1 Shocks

Model #

KON30-7325

KON30-7436

KON30-7499

KON30-9325

KON30-9436

Model #

6374

6374-6

6375-3

6375-400

6375-500

6375-650

6375-850

6394

6394-6

6395-3

BRAKES & ROTORS Single piston steel "GM" calipers with steel pistons - max MSRP \$150.

No floating or self-centering rotors, minimum 1" wide. No ABS units, brake recirculation systems or brake ducts allowed. No "wheel fans" or blower motor devices allowed.

Directional vane rotors allowed with a maximum MSRP \$160.

REAR END

Quick change only with steel tubes; spool only, min 10" ring & pinion.

No cambered tubes or cambered bolt on snouts allowed, maximum tolerance is 1/2 degree. Solid Magnetic steel axles only and must be minimum 1.125" O.D. with same size both sides, no gun drilled axles allowed. One-piece straight spline drive plates only.

**DRIVETRAIN: CLUTCH, TRANSMISSION & DRIVESHAFT** 7 1/4" Min. Dia. Clutch, no Carbon Fiber. No Reverse mount starter, must bolt on the block.

1 1/2" inspection hole to see the Clutch. 3 " Min OD. steel driveshaft. Manual Transmissions must be stock Saginaw or Richmond 3 or 4 speed as produced from the factory. No straight cut gears,

No lightening of any internal parts, all gears must be operationable as manufactured, You may run a Winter's Rapter #60200 external clutch, but add 25# because of it's internal parts. Internal Clutch may be used, add 25#. No Mag Housing. These are the only ones allowed: Bert #SG-1400 Brinn #170001 Winter Falcon #60100

**ENGINE LOCATION** Engines must be located so that the center of the furthest forward spark plug hole is no more than 4-inches behind the front axle centerline. Oil pan must not be lower than the bottom of the cross-member.

**ENGINE SECTION** GM 602 Certified or IMCA Sealed 602 Crate Engine - (P/N #19258602) Must be used as produced from factory; Crate engines may not be altered from factory specs or overhauled. Any driver caught altering their engine internally, the engine will be confiscated. Stock 8" oil pan; No oil coolers, No remote oil filters. Oil filter must screw onto the stock location.

#### **WHEELS**

15"X8" inch maximum. Minimum Wheel Weight 14 lbs.

**IGNITION SYSTEMS** Engines must use the GM distributor and coil that comes with the engine - Dist Part # 93440806 & Coil Part # 12498335 and a maximum timing of 34 degrees. MSD Soft Touch Rev Control Part #018-8728 or 018-8727CT with a maximum 6200 rpm chip required. No alternators allowed.

12 volt battery only - 24 series recommended.

**CRATE HEADERS** GM-602 Crate crossover header Schoenfeld 135CM2 only.

1 5/8" tube with a maximum collector size of 3". No Tri-Y, Stinger, or Merge collectors allowed. No hidden merge collectors inside collectors - Max size of Y pipe and exhaust 4".

Exhaust must exit behind the driver. No coating, heat tape, shields, or blankets allowed to the headers.

Mufflers are Mandatory and are not to be tampered with or hollowed out. Must meet track decibel limit at all times.

#### **CARBURETOR**

650 CFM 1" open plenum aluminum carb spacer with one .065 single paper gasket is allowed on each side of the spacer. Carb must pass all dimension tools and spec gauges. Metering blocks may be drilled / plugged but can only have a total of three passages open per block.

Butterflies may not be thinned or tapered. Screw ends may not be cut off.

Any attempt to pull outside air other than through the venturi is not permitted.

Double springs are strictly required.

**AIR FILTER** No cowl induction. Must have Aluminum or Steel Top and Bottom lids; Max retail \$30 ea. Max air filter 14"x4" tall. A round hole may be cut in the hood allowing air cleaner to protrude thru the hood.

No Carb Hats or devices that direct more air into the Carburetor. It must be open 360 Degrees. Air cleaner elements may not be sprayed or soaked at any time.

Note: If you are having issues seeing out over the hood of your race car, use a dropped air cleaner base with no carb spacer and a 3 1/2" tall filter. This way, only the lid protrudes through the hood providing a better view.

**RADIATOR/COOLING** 2 row 19"x26" radiator minimum. No pressurized systems. No braided radiator hoses, 2 hose clamps required on each end of the hoses. No electric fans, No expansion tank.

No taping off of the nose at any time. Must have the nose cut out for air to fit a 6" tall x 26" x 3/16" nose screen which is required. No Air directed under the nose, No Aero dynamic channeling of the air in the ductwork. No panning under nose or chassis. Air ducting no wider than 30".

Air box bottom, sides & top must be in straight lines, no curving of ducting.

**FUEL & FUEL CELL** Maximum 18 gallon fuel cell capacity will be legal. (1/8") 11-gauge steel fuel cell can or protector plates on all 4 sides. Absolutely no 22 gal for safety reasons.

Bottom of the fuel cell must be at least 10 inches from the ground on 4" blocks. No Aluminum gas line, and routing must be outside of the cockpit and protected from damage. The use of U style cells has been prohibited. No oxygen bearing or performance enhancing additives. We strictly mandate pump gas only, 91 Octane recommended,

No alcohol added gas, there are several gas stations that sell non-alcohol gas such as Quick Trip, BP, Phillips 66, Citgo, plus others. No Oxygenated additives, E-85 is not allowed. Pump Gas Only that contains No Alcohol, No Race Fuel.

**RADIO/ELECTRONICS/TRANSPONDERS** AMB Transponder required at all times when the car is on track. No cellphones allowed on the car when it is on the track. Transponder must be mounted in the required location.

**RADIOS** Radios Allowed. One radio only with a spotter using it. Must be in the spotter stand.

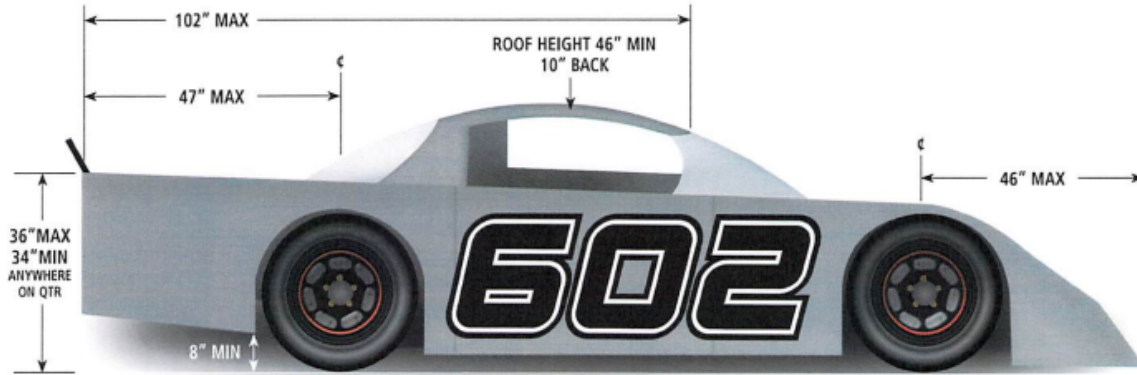
**EQUALIZATION RULE** Other racetracks have done this with great success. Each time a team wins a feature, 25# must be added to the race car. After the third race, 25# may be removed.

**RACECEIVERS** are mandatory for Race Director Communications. Frequency is 1465 (454.000).

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## BODY GUIDELINES



(see drawing ABOVE for dimensions)

47" MAX REAR DECK LENGTH

102" MAX TOP OF WINDSHIELD TO REAR OF DECK

8" MIN REAR QUARTER CLEARANCE

ROOF HEIGHT 46" MIN MEASURED 10" BACK FROM WINDSHIELD

- MAX WIDTH OF QUARTER PANELS 76"

- THERE WILL BE ONLY ONE SIZE SPOILER 5.5"x72". REAR SPOILER MUST BE ONE PIECE CLEAR LEXAN, SAME ANGLE RIGHT & LEFT. YOU MAY INSTALL A 1" ALUMINUM ANGLE ACROSS THE TOP OF IT TO ATTACH YOUR SPOILER BRACES. DECK LID TO THE TOP OF ANGLE IS 5.5". SPOILER BRACES MUST BE ROUND TUBING. NO FORWARD SIDE PODS OR SPILL PLATES ALLOWED.

WE RECOMMEND YOU TO PUT RUB RAILS ON THE SIDE OF YOUR CAR.

- REAR EDGE OF QUARTERS AND SPOILER MUST BE CENTERED RIGHT TO LEFT OVER REAR TIRES

- BODY MUST BE WITHIN 2" FROM OUTSIDE OF TIRES

- ALL MEASUREMENTS BASED ON 4" FRAME HEIGHT

- MAX DISTANCE OUTSIDE OF TOP OF RS DOOR TO A-POST, B-POST & WINDOWS = 8"

- MINIMUM ROOF MEASUREMENT 38"L X 45"W— NO MORE THAN 2" DROP ON THE ROOF

- NO FENDER OR WHEEL FLAIR CAN EXTEND 2" PAST THE OUTER FACE OF THE TIRES AND

WHEEL FLARE CANNOT EXTEND BEYOND THE REAR OF THE TIRE.

- REAR FILLER PANEL NOT ALLOWED

- ANY NOSE YOU DESIRE IS LEGAL

- THE MAXIMUM WIDTH OF THE NOSE SPLITTER IS 4"

- THE SIDE NOSE FLARES MAY NOT STICK OUT PAST OUTSIDE OF TIRES MORE THAN 2"

- MAXIMUM HEIGHT OF REAR BUMPER IS 12". THE REAR BUMPER BAR MUST HAVE 90 DEGREE BENDS GOING FORWARD, THEY MUST BE 6" NARROWER THAN THE QUARTER PANEL ON EACH SIDE. MUST BE MOUNTED WITH FLEXIBLE BRACES

- TOW HOOKS - ON FRONT REAR - PAINTED WHITE

Any driver entering or driving in the pit area unreasonably will NOT be paid that night. Any unjustified action on or off the track will result in suspension from the track or pit area and loss of pay.

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.

**Provisional Option:** One Feature provisional/per driver/per season is allowed. The driver **must be a Slinger Speedway member** and compete 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 using a provisional.

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

These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publication of, or compliance with, these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

Slinger Super Speedway reserves the right to make rule adjustments at any time to maintain competitive racing.

No consumption of alcohol in the Technical Inspection Area until all racecars have passed inspection. Driver responsible for the conduct of all crewmembers! Fines and points will be imposed on 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.**

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

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

***Slinger Speedway Auto Racing, Inc.***

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