

Chapter __ Slinger Super Speedway 2023 Bandolero Rules

All cars in competition are required to have a working AMB transponder. Bandoleros: Mounted to frame rail or sheet metal panel behind left front wheel. 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. Failure to comply with transponder requirements will result in a penalty. Penalties will be imposed in accordance with SECTION 4 - PENALTIES. No switches permitted on transponder power supply.

15.1 INEX Bandolero

BANDOLERO CARS: 1) BANDITS: (Drivers between the ages of 7 -11) as of January 1, 2023. Drivers under 8 years old must meet the approval of Slinger officials and demonstrate the abilities necessary to be a qualified driver. Competitors must contact the track office for meeting this approval process.

2) OUTLAWS: (Drivers age 12 and older) as of January 1, 2023. Once a competitor begins a racing season in one division (age-related divisions), they are allowed to compete in that division for one calendar year (January 1-December 31). Bandit drivers may opt into the Outlaw class if they turn 12 during that calendar year. Any mid-season changing of division must be approved by INEX. Any car may be checked for engine, chassis, oil, fuel, tires, wheels, rear ends or sound legality at any time by an INEX official or representative. Upon entering a Bandolero Car for INEX-sanctioned competition, the driver (and possibly the owner) is responsible for the legality of their car and will suffer all penalties resulting with the Bandolero Car violating these rules. Refusal to submit a car, engine or parts for inspection or measurement upon the request of an INEX tech inspector will result in an immediate disqualification and may lead to a minimum two-week suspension for the driver, car owner and car. No equipment or racecar will be considered as having been approved by reason of having passed through inspection "unobserved." Regardless of a Bandolero Car passing prior inspections, compliance with all rules must be made at each post-race inspection. If this rulebook does not specifically say that you can change/modify/add something, then you must consider that the change/modification/addition is illegal. Any questions about the legality of a change/modification/addition not covered in this rulebook must be answered by INEX in writing and presented to the tech inspector upon request. If you have a request for a change/modification/addition, please contact INEX before making the change/modification/addition. All drivers must hold a valid INEX license for the 2023 season. In addition, the legal guardian accompanying the driver must hold a valid 2023 INEX Associate license.

SAFETY EQUIPMENT No express or implied warranty of safety shall result from publication of, or compliance with these rules and 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 participants, spectators or others. Whenever there is a conflict between a safety provision provided herein and any other rule, the safety provision shall take precedence.

1. HELMET: INEX requires that all drivers must wear a racing type helmet, full face type, of current standards of ,2015, 2020 or newer Snell SA rating or S.F.I. 24.1 rating, any time he/she is on the track for slow laps, practice or racing conditions. Snell "M" rated helmets are not

allowed. Drivers without a helmet meeting the above minimum standards will not be permitted on the racetrack in a Bandolero Car. A helmet is designed to absorb energy once. If a significant impact has occurred to the helmet, it is highly recommended that it be sent back to the manufacturer for evaluation. Helmets are subject to inspection at each event by the technical inspector or other official. Helmet shields are required.

2. FIRE SUITS: All drivers must wear an INEX-approved fire-retardant suit of Nomex or equivalent material any time they are on the track. A double layer or more is highly recommended. Fire suits must be labeled Flame retardant (made of flame-retardant materials or have a S.F.I. patch). Damaged suits may be disallowed by the inspector.

3. FIRE RETARDANT GLOVES: Fire retardant gloves are mandatory. Gloves must have "SFI" tag or wording included on care label stating that they are flame retardant. Damaged gloves may be disallowed by the inspector.

4. SAFETY HARNESS: All cars must have an INEX approved type of five or six point racing harness that is equipped with a quick release buckle. **SLINGER SPEEDWAY DOES NOT PERMIT CAM LATCH STYLE RESTRAINTS IN THIS DIVISION.** Be sure to regularly check your safety belts for damage such as fraying, tearing, etc. If this should occur, the safety belts should be replaced immediately. An INEX inspector may require replacement of the belts if they are damaged. INEX endorses (not requires) the belt manufacturer's recommendation that the belts be changed two (2) years after the date stamped on the SFI tag regardless of the number of times the car has been raced. The safety belts are similar to a helmet, in that they are designed for protection in only one major impact. If you have had a significant incident, the manufacturer strongly recommends immediate replacement of the belts. Also, make absolutely sure that your safety harness is totally secured and that you have pulled the straps as tight as possible anytime you drive the car.

5. FIRE EXTINGUISHERS: An on-board fire extinguisher is highly recommended for your safety. The spirit of this rule is for safety, not for ballast. If a "larger than stock" bottle is necessary (stock = 9lbs), written approval from INEX will be required. All fire systems must be operational.

6. RACING SHOES: Drivers must wear auto racing shoes. Damaged shoes may be disallowed by the inspector.

7. ROLL BAR PADDING: Roll bar padding (SFI-45.1) on all bars within one foot of driver's helmet is mandatory.

8. SEATS: Only INEX-approved factory-manufactured metal seats may be used. No homemade seats will be permitted. Lightening the seat by anyone else other than the factory is not permitted. Mounting of the Seat in a Bandolero Car -The centerline of the Bandolero Seat must remain within a quarter (1/4") inch of the centerline of the car. Make certain that the driver's helmet, when seated in the car, does not extend beyond 1" from the bottom of the top roof bar of the roll cage. All Bandoleros must have some form of lateral support added to the seat back. The presiding tech inspector shall have final approval of the mounting of the seat.

9. FACTORY MANUFACTURED AUTOMOTIVE RACING HEAD AND NECK RESTRAINT SYSTEMS ARE MANDATORY FOR ALL DRIVERS.

10. OTHER SUGGESTED SAFETY EQUIPMENT: These items are not required, but they are all highly recommended. (An individual track or promoter may require some of these items).

1.) Flame retardant underwear and socks. 2.) Head sock (balaclava) 3.) Knee pads 4.) Steering

wheel pad 5.) Arm restraints and helmet supports on the seat 6.) Safety wire on hood and trunk dzus buttons and other nuts and bolts throughout the car 7.) Interior padding. Any “driver cooling system” equipment must be mounted on the right side of the car.

Enforcement of Specification Rules: All INEX approved weighing, measuring and testing devices used by the INEX technical officials are the standards which will determine compliance with the rules and regulations. A competitor’s equipment, gauge or instrument, unless approved by the tech inspector, will have no bearing on the enforcement of these rules. FRAMES, BODY, SUSPENSION, ETC.:

1. AERODYNAMICS: Spoilers, air dams or other aerodynamic devices other than “stock” items are not permitted.
2. AXLES, REAR: The steel rear axle must remain within the stock dimensions, steel thickness, location and configurations of the original, as delivered new by USLCI and may not be reinforced in any way. Any other type of aftermarket rear axle, an axle modified for lightening purposes or axles not in accordance with the above rule will not be permitted.
3. BALLAST: A maximum of two (2) blocks of lead are permitted on either the left or right sides of the car in the diagonal position. A maximum of two (2) 12” blocks or four (4) 6” blocks of lead are permitted on either the left or the right side of the driver’s seat for a total of eight (8) 12” blocks or a total of four (4) 12” & eight (8) 6” blocks of lead (see diagram on next page). There must be an equal number of ballasts on both the right & left sides of the car, of equal weight (the position of the blocks of lead must be a mirror image from left to right). For example; if there are two blocks of lead on the left side of the car, there must also be two blocks of lead on the right side of the car in the same position of equal amount. The only permitted sizes of ballast that may be used are as follows: 1. 12” long x 2-1/2” wide x 1-1/2” deep (approx. 20 lbs.) 2. 12” long x 2-1/2” wide x 3/4” deep (approx. 10 lbs.) 3. 6” long x 2 1/2” wide x 1 1/2” deep (approx. 10 lbs.) 4. 6” long x 2 1/2” wide x 3/4” deep (approx. 5 lbs.) 5. 12” long x 1 1/4” wide x 1 1/2” deep (approx. 10 lbs.) 6. 12” long x 1 1/4” wide x 3/4” deep (approx. 5 lbs.)
Mounting ballast -The blocks of lead must be bolted directly through the floor pan and chassis sub-frame (square tube) as shown in the diagram. The ballast must be secured with a minimum of two (2) 3/8” bolts, washers and locking nuts for each stack of lead. The blocks of lead may not be stacked higher than 3” from the square tube. The lead may not be encased in anyway. Ballast may not be added in any other location or by any other method, including steel shot or any other material in the frame rails, roll cage or bumpers. All mounting of the ballast is subject to final approval by the INEX technical inspector.
4. BATTERY: Only a lead acid, gel cell or INEX approved lithium battery is permitted. The weight of the battery must be 15 -25 lbs. A top post or side post battery may be used. The battery must remain in its stock location and securely mounted. The original stock battery bracket may not be altered in any way. A battery box or terminal coverings is also highly recommended. A battery shut-off switch is optional.
5. BOLTS AND FASTENERS: Only equivalent stock or upgraded steel fasteners and bolts may be used on the Bandolero Car. Fasteners may be drilled for safety wire, however intentional weight saving modifications are not permitted. All bolts must be magnetic, aluminum and titanium bolts are illegal. INEX must be able to identify the grade of bolt.
6. BRAKES: The brake caliper and brake disc must remain stock, within the stock dimensions,

steel thickness, location and configurations as delivered new by U.S. Legend Cars International. Also see rule #28 (Scoops/ Ductwork) for information concerning brake ducts. Modifications to stock or aftermarket brake pads are illegal. Adjusting the brakes -The Bandolero Car is equipped with an adjustable push rod on the master cylinder. There are three (3) holes to choose from. The top hole provides the most leverage and will provide maximum braking force. The middle hole (factory setting) is for the moderate leverage and the lower hole provides the least amount of leverage for braking force. A small spring may be installed on the clip between the brake pads, and around to the bottom of the pads, to keep them from rubbing the disk when not in use.

7. BRAKE LINES: Rubber or steel-braided brake lines are permitted. No brake lines may be disconnected or plugged at any time for competition. Hard metal lines are not permitted. Brake lines may not run through the driver's compartment.

8. BRAKE MASTER CYLINDER: The brake master cylinder must remain stock, within the stock dimensions, location and configurations as delivered new by U.S. Legend Cars International. No aftermarket brake master cylinders are permitted.

9. BUMPERS: The front and rear bumpers must remain within the stock dimensions, steel thickness, location and configurations as delivered new by U.S. Legend Cars International and may not be reinforced in any way except for the factory-delivered rear support. Attachment of the bumper – Bumper tabs must use a minimum of one bolt per tab securing the bumper. There must be a minimum of 1" from the end of the frame rail to the back of the bumper upright before each race begins. Should the tab become bent during a race, it must be fixed before the next time the car goes on the track to compete or practice. Tie-wraps, safety wire, duct tape, etc., are not permitted to be used to secure the front or rear bumpers or bumper tabs. Bumper Tabs -The bumper tabs must be stock as delivered by U.S. Legend Cars International and may not exceed 1/8" (.125") in thickness. Tabs with excessive weld may be considered illegal. Mandatory race Procedure concerning Bumpers If a bumper comes completely off the car or has any part of it touching the ground, or is in a dangerous position, that car may be black flagged by the track officials and removed from the race. The INEX technical inspector does not have the authority to disqualify a driver after the race for a violation of this race procedure. Repairing a bumper During a Race – Bumpers must be bolted on. Tie-wraps, safety wire, duct tape, etc., are not permitted to repair the front or rear bumpers at any time. An INEX technical inspector will disqualify a driver after a race if the repaired bumper violates this rule.

10. CARBON FIBER: Carbon Fiber is not permitted to be used on a Bandolero Car.

11. CHAIN GUIDE: Stock chain guides as delivered by U.S. Legend Cars International are mandatory for all Bandolero Cars. The chain guide attaches to both sides of the sprocket on the axle.

12. CONTINGENCY SPONSOR DECALS: Contingency sponsor decals are optional, however contingency decals are mandatory and /or use of the product to be eligible for posted awards sponsored by the contingency sponsor.

13. GENERAL APPEARANCE OF THE CAR: All competitors must present a neat, clean and stock appearing car for any INEX-sanctioned competition. Crash damaged cars must be repaired to the minimum technical standards before returning to competition. An INEX Official, or Slinger Speedway official may deny a car from competing if it does not meet the minimum acceptable standards as mentioned above. INEX reserves the right to deny access in competition because of a sponsorship, advertisement, paint scheme and/or lettering on a

car not in “good taste,” in the spirit of keeping this a family sport.

14. FIREWALL: A metal firewall is mandatory. Minimum thickness .036”

15. FRAME: Absolutely no modifications of the frame (including the roll cage) will be permitted unless otherwise noted in this rulebook. Any other requested chassis modifications or unusual repairs are only permitted with a letter from INEX (Letter must be present at the track with the car). Registration of a Bandolero Car -For more information about the titling, transferring ownership and registration of a Bandolero Car, please contact the titling department of U.S. Legend Cars International at (704) 455-3896. Serial number plates -All cars & frames competing as Bandolero Cars must be produced by U.S. Legend Cars International. All cars must carry the serial number assigned to that frame and the serial number can be found on the V.I.N. plate. This plate shall not be tampered with in any way. For any reason, the car owner must also be able to produce the title for the car within 48 hours after a request by an INEX technical official or that car will be ineligible for any competition. Metal Fatigue -It is highly recommended to have the frame checked periodically by an expert for metal fatigue. Cracked or broken frames are strictly prohibited from any INEX-sanctioned competition. Frame Replacement -If the chassis should become severely damaged, replacement frames must be purchased through U.S. Legend Cars International or its authorized dealer network. Frame Repair - Front and rear frame horns may be replaced as long as they are replaced with the exact material that it is replacing, and all pickup points must remain in the stock locations as delivered from U.S. Legend Cars International. The driver’s compartment of the frame (roll bars, cross braces, etc.) may not be repaired or replaced if damaged (see rule above - Replacing a Frame). The INEX technical inspector reserves the right to disallow a repaired car from an INEX-sanctioned competition that does not appear to be properly repaired. Once a frame is repaired from its original form, INEX, U.S. Legend Cars International and the technical inspector assume no liability for any injuries that may occur as a result of this repair regardless of the approval given to compete with that repaired frame.

16. GEAR SPROCKETS: Any stock axle gear sprocket may be used (unless a “gear rule” is in place at a particular track). Slinger Speedway requires a 14/64 or 15/69 gear set or 14/6

17. HEIM ENDS: Only steel, magnetic, heims as delivered by U.S. Legend Cars International are permitted on a Bandolero Car. The stock heims are designed to bend/break and absorb energy under impact.

18. JAM NUTS: At least one jam nut is required to be used with all heim ends.

19. MANDATORY SERIES SPONSOR DECALS and PATCHES: Briggs & Stratton, Bandolero Logo, Dyno Cams, and INEX decals must be prominently displayed in the approved INEX locations at all INEX-sanctioned events. These patches (same as decals) must be displayed prominently on the chest area of the driver’s suit. Driver’s not displaying the proper decals and uniform patches will not be eligible for certain awards, prizes, etc. including those offered at year-end and may be prevented from competing at certain events.

20. MIRRORS: Competitors may add a mirror for rear vision mounted within the driver’s compartment or outside the doors (as delivered by U.S. Legend Cars International). The type of mirror(s) shall be the choice of each individual driver. Mirrors may not be permitted at certain tracks.

21. NERF BARS: The nerf bars must remain within the stock dimensions, steel thickness, location and configurations as delivered new by U.S. Legend Cars International and may not be

reinforced in any way. No other types of nerf bars are permitted.

22. CAR NUMBERS: The car must have numbers that are a minimum height of 14" on both doors and on the roof (number facing towards the outside of the track). The car number (minimum 3" high) must be on the right side of the front of the car. If two drivers show up at a track with the same number, the race director will determine number assignment. The size, color and style of numbers must be adequate to permit prompt identification by track officials at all times. Roof and door numbers must not slant more than 30 degrees from vertical. Foil and reflective numbers will not be permitted. Divisional Decals -Each car must have a divisional decal ("O" for Outlaws, or "B" for Bandits) on the left side of the front of the car. Violation of the above number rule will not be reason for disqualification. However, if the above number rule is not followed, your car may not be scored.

23. PEDALS: Competitors may change the location and length of gas & brake pedals within the cockpit as long as they remain mounted from the top bar as delivered from U.S. Legend Cars International. Pedals may not be cut down or lightened in any way. Adding to the original pedals is permitted. Removing material from the original pedals is not permitted.

24. PICKUP POINTS: Absolutely no modifications of the frame pickup points, rear axle pick up points or spindle pick-up points permitted.

25. PLASTIC AND FIBERGLASS BODIES: All plastic and fiberglass body components must remain within the stock dimensions, thickness, location, and configurations as delivered new by U.S. Legend Cars International and may not be reinforced or intentionally lightened. Mounting of Components -All plastic and fiberglass body components must be firmly attached to every Bandolero Car competing in any race. Any Bandolero Car may be black flagged or denied entry to start a race if any of the aforementioned items are not attached unless prior approval is given by the INEX technical inspector. Intentional removal of un-damaged parts is not permitted. Dashboards -The hump in the dashboard may be removed and replaced with a flat dashboard as long as the new dashboard is sturdy, strong and properly mounted. The INEX tech inspector has final approval of this modification. Louvered tail sections and kits will be permitted as delivered by USLCI.

26. RACK & PINION STEERING: Only the rack & pinion steering box as delivered by U.S. Legend Cars International and stamped "600" is permitted.

27. RADIOS: During all INEX sanctioned events, two-way radios (UHF receiving device capable of monitoring race director audio as a priority communication over any two way communication from the race team only) are permitted but not required. **Slinger Speedway does not allow 2-way radios or multi-channel raceceivers in this class except for the Raceceiver Element style of raceceiver.** All frequency transmissions must be UHF analog only. Encryption or scrambling of the signal is not allowed. Frequencies must be made available to INEX upon request. Two-way radios & car wiring harnesses such as the "USLCI special" kit offered by Racing Electronics are recommended. The only form of communication that is allowed is a Raceceiver (that is controlled by the race director) and/or the UHF radio system as described above. **A single channel Raceceiver or Raceceiver Element must be tuned to channel 1565 at Slinger Speedway.** Cell phones or any other source of communication that connects the driver to any outside source is not allowed. (EIRI) Use of the Raceceiver Element will be on a trial basis and may be discontinued at any time at the discretion of track officials.

28. RADIUS RODS/PANHARD BAR: The radius rods and panhard bar must remain within the

stock dimensions (radius rods –5.5”, 7.0” or 8.25” in length / panhard bar 11.0” in length), aluminum thickness, location, and configurations of the original, as delivered new by U.S. Legend Cars International. Each length measurement will have a tolerance of +/-1/8” (0.125”). Steel radius rods or panhard bars are not permitted.

29. SCOOPS/DUCTWORK: A maximum of two scoops are permitted on any Bandolero Car. Only one scoop is 58 permitted per side of the car. The scoops must be mounted approximately 14” forward from the center of the rear wheels. The scoops must measure approximately 8 1/2” up from the bottom edge of the body to the top of the scoop. A hose is permitted to be attached to the scoop to assist in the directing of airflow to the brakes or the engine. The hose must be firmly attached to the end of the duct and must be mounted securely, directing air to the brake caliper or the engine only. The permitted hose may not measure any larger than 3” in diameter. Fans may not be placed inside the hose or duct. Any competitor caught directing air to any location other than the brakes or the engine will be disqualified. The scoops may be no larger than the scoop offered by U.S. Legend Cars International. Competitors may not direct air to the air filter box or the carburetor in any way. Securing the hose to the side of the engine shroud is permitted.

30. SHEET METAL: The minimum thickness of sheet metal is .036”. The sheet metal may not be removed or altered in any way. The fuel cell access hole must be secured at all times when the car is on the track.

31. SHOCKS: All Bandolero Cars must use INEX-logo stamped Bilstein shocks as delivered new by U.S. Legend Cars International for use on a Bandolero car. Changing or altering the shock or fluid inside the shock is illegal. Altering or tampering with the shocks or competing with the same will result in penalties from probation to an indefinite suspension. Shock bumpers are permitted (maximum 1/4” tall). Shock numbers must be made visible at the request of an INEX Inspector. Shock Mount Spacers – Spacers up to 1/2” wide will be permitted to be used on the 1/2” shock mounting bolts.

32. SPRINGS: All Bandolero Cars must use 8” length springs. Any spring weight combination and aftermarket springs of stock design are acceptable. Barrel springs are not allowed. Only one spring is permitted per shock. Spring rubbers are not permitted.

33. SPROCKET AND BRAKE ROTOR HUBS: Must remain stock as delivered by US Legend Cars International.

34. SPINDLES: The spindles (and pickup points) must remain stock, within the stock dimensions, steel thickness, location and configurations as delivered new by U.S. Legend Cars International. Lower Control Arms - Lower control arms must remain in the stock location and configuration (no spacers between frame and control arm).

35. STEERING COLUMN: The steering shaft or steering column bracket may be modified for driver comfort or safety by altering the length of the shaft or by altering the steering column bracket that connects to the dash. Intentional lightening for weight saving measures is not 59 permitted (No aluminum brackets). Steering Quickeners -Steering quickeners are not permitted without special written permission from INEX. Steering Shafts -Tubing used for steering shafts must remain stock as currently delivered by U.S. Legend Cars International and may not be reinforced in any way.

36. STEERING WHEELS: Larger or smaller, steel or aluminum, steering wheels are allowed. Properly working, racing style quick release steering hubs are mandatory.

37. TIRES: All Bandolero tires must be “Bandolero Edition” Hoosier INEX plated tires as

delivered by US Legend Cars International. Tires may not be soaked, softened, siped, needled, grooved or recapped. Hardness -If any tire is softer than 58 points on the INEX Inspector's durometer, the driver will face penalties from probation to an indefinite suspension. Tire warmers and any other means of artificially warming tires are prohibited. Tread Depth -When the top of the wear-bar indicator appears at three (3) spots in a row on the tire (side-by-side or in the same groove -i.e. outside groove) that tire will be confiscated, destroyed or drilled by the technical inspector. There is no disqualification for violation of this rule unless more than one tire is below the minimum tread depth. If this rule is violated on two different occasions at the same event or two tires on the same car at the same time, then that driver will be disqualified. If the wear bar is cut out or tampered with, that tire shall be destroyed immediately, and a disqualification will be applied. INEX shall be notified of all violators for possible further disciplinary actions. Drilled or damaged tires may not be patched or repaired in any way! Any violation of this rule will result in a suspension to be determined by INEX. "Dry Tire" Rule -It is prohibited to use traction compounds or any substance that might alter the physical properties of a tire as supplied by the manufacturer. Tire cleaners/shiners, tire softeners, track adhesives, brake fluid, diesel fuel, etc., will not be permitted on the tires. Any tires with signs of these products on or inside them will be impounded for further testing. If lab testing provides evidence of any of the above listed substances, that competitor will be subject to suspension.

38. TRACTION CONTROL DEVICES: No electronic or computerized wheel spin/traction control devices are permitted. Any driver caught using these devices will face penalties from probation to an indefinite suspension.

39. WHEELS: All wheels must remain as stock as delivered by U.S. Legend Cars International. All wheels must have the Bandolero Cars logo or INEX logo engraved in the wheel. The minimum weight of the tire and wheel 60 must be at least nine (9) pounds without additional steel or lead wheel weights. Bleeder or relief valves are not permitted on the wheels.

40. WHEELBASE: All cars must compete with a 70" to 70 1/2" wheelbase on either side. Measuring wheelbase - The measurement will be taken with the front and rear tires on one side in line with each other. To determine this, the measuring tool or tape measure must touch three points. These points are the front of the rear tire sidewall and the front and rear of the front tire sidewall. The measurement is then taken from the front edge of the front wheel to the front edge of the rear wheel. The process is the same when measuring wheelbase on the opposite side of the car.

41. WEIGHT: 750lbs. minimum car & driver weight (as raced). Competitors will not be permitted to add fuel after an event to meet minimum weight. It is the responsibility of each team to ensure that their car meets the weight requirements on the scales that are to be used by the INEX Official.

42. WEIGHT SAVING MEASURES: Lightening "stock" components by shaving, milling, drilling or any other method is illegal. Any item on a Bandolero Car that is used (other than what is mentioned in the rules) as a weight saving method is considered illegal. Non stock aluminum or titanium components are considered illegal and will be confiscated immediately.

43. WIDTH: The total overall width of the car (front and rear) may not exceed 48 inches. The car must be able to roll freely through a 48-inch-wide opening as raced. Rear Offset: There must be a minimum of 2" between the rear frame rails and the nearest rim edge of the rear wheel on both sides of the car. No wheel spacers are permitted. *Enforcement and Infraction Penalties of

the Wheelbase and Width Rules: After qualifying or after a race, if a car is found to be in violation of the wheelbase or width rule, if requested by the driver, the driver may have five (5) minutes to find the reason why the wheelbase or width does not meet the rules. It is the driver's responsibility to find the reason (such as a bent part that would directly affect the infraction) before the car leaves the tech area. It is not the tech inspector's responsibility to find the reason. If a reason cannot be found and the car leaves the tech area, the driver cannot bring it back to the tech inspector showing or explaining a damaged part that affected the wheelbase or width. This must all be done within the tech area and within the specified time period. If no reason (such as damaged parts that would directly affect the infraction) from that event, can be found, this will result in an immediate disqualification.

44. WINDSHIELDS/SCREENS: All cars must have either a screen or Lexan windshield in the front window area.

45. The Briggs & Stratton Vanguard engines are sealed engines. Tampering, removing, altering the engine seals will result in an immediate disqualification, engine confiscation, loss of top 5 races from International Points at season end, and a period of 12 months of probation. Additionally, the driver, and/or car owner, and/or crew chief (as determined by INEX) are subject to further penalties. ***Competing with an engine that does not internally conform to the USLCI Engine Shop specifications will result in an immediate disqualification, engine confiscation, loss of top 5 races from International Points at season end, and a period of 12 months of probation. Additionally, the driver, and/or car owner, and/or crew chief (as determined by INEX) are subject to further penalties. INEX recommends that when purchasing an engine or car from a source other than US Legend Cars International, that the engine be inspected by the Engine Shop at US Legend Cars International headquarters, located in Harrisburg, N.C. prior to competition. All repairs requiring removing the seal(s) must be addressed by the U.S. Legend Cars International Engine Shop. Bandolero Engines with clear plastic seals, green (old style) seals, blue (old style) seals or silver (old style) seals will not be permitted to be used in any INEX sanctioned event. If this rulebook does not specifically say that you can change/ modify/add something, then you must consider that the change/ modification/addition is illegal.

1. AIR FILTERS: Only the stock air filter is permitted. Air filters may not have the element removed, cut or tampered with to increase or restrict airflow in any manner. Air filters may not be soaked in any substance. The foam pre-filter must remain in its stock location and configuration as delivered new by U.S. Legend Cars International. The pre-filter may not be altered or folded in any way.

2. CARBURETORS: The carburetors must remain stock as delivered new by U.S. Legend Cars International. Only fuel (removable main jets) jets may be drilled for size or replaced with stock or aftermarket jets. All stock adjusters may be used. Air jets (and snake eye jets) must stay stock as delivered by U.S. Legend Cars International. No allen head jets, no drilling of jets allowed. Modifications or components to increase or restrict air flow or fuel flow (such as velocity stacks, heat deflector shields, internal modifications, etc., not listed above) are not permitted. No drilling or grinding is allowed anywhere on the carburetor. Modifying the intake casting is not permitted. Modifying the main fuel jets is not permitted (other than drilling for size). Modifying the stock gaskets is not permitted.

Modifying the stock butterfly or choke plate is not permitted. Drilling or modifying the float bowl is not permitted. Fuel Pump vacuum Line -It is permitted for the rocker arm covers to be

swapped so that the fuel pump vacuum comes from the left rear cover. Using rocker arm covers with breather hoses in both covers is allowed. It is also permitted to drill and tap (3/16") the intake turndown and install a fitting to run the vacuum line to this fitting. 36" is the maximum length for this vacuum line. For more information on this process, please contact INEX headquarters. Restrictor plates (as delivered new by U.S. Legend Cars International) must be used at tracks that mandate them. These plates must remain unaltered and must be installed in the stock configuration as listed below. Bandolero Restrictor Plate Installation (only for use at racetracks that mandate the use of a restrictor plate). One gasket (stock-un-cut) on top of the intake tube. One INEX restrictor plate (red or blue, whichever the track mandates) on top of the gasket ("INEX" up or down) One gasket (cut or un-cut) on top of restrictor plate. One plastic spacer (cut or un-cut) on top of gasket. One gasket (cut or un-cut) on top of plastic spacer. Carburetor intake on top of gasket. The above listed components must be stock as delivered by U.S. Legend Cars International. ***Any modification to increase airflow or bypass the restrictor plate may result in a one month suspension.

3. CLUTCH GEAR: The only NORAM clutch gear permitted is the 12, 13, 14 or 15 tooth as delivered by U.S. Legend Cars International. The only clutch springs allowed are the ones as delivered by U.S. Legend Cars International. The NORAM clutch otherwise must remain in its stock configuration as sold new by U.S. Legend Cars International. No other modifications are permitted to the clutch (i.e.-use of a non-slip clutch, welding of the clutch). The clutch shoes must remain unaltered with the exception of regular maintenance by sanding the shoe face. The shoe must not be thinner than .180" to be measured at either end of the shoe (both ends must be .180" or more). Certain racetracks may require a mandatory gear combination. 14, 15, 16 tooth "Bully" clutches may be used only as delivered by USLCI. **Slinger Speedway requires a 14/64 or 15/69 gear set or 14/6**

4. ENGINE LOCATION & MOUNTING: The engine must be bolted directly to the engine plate on the frame as specified by U.S. Legend Cars International. No spacers or other forms of mounting other than stock will be permitted. 5. ENGINE REBUILDING: Only U.S. Legend Cars International may rebuild an engine. Contact U.S. Legend Cars International at (704) 455-3896 for service.

6. ENGINE SERIAL NUMBERS: All engine casings must have a serial number. Any engine casing without a serial number will be considered illegal and may not be permitted to be used in any INEX-sanctioned events. This engine will be confiscated immediately and sent to INEX.

7. EXHAUST SYSTEM: The header must remain within the stock dimensions, steel thickness, length, location and configurations of the original, as delivered new by U.S. Legend Cars International. 1/4" thick flanges are permitted. The internal components of the header may not be altered. Header wrapping (tape) is acceptable. Ceramic or baked on coatings are not permitted. Holes may not be drilled anywhere in the exhaust.

8. FUEL: Only petroleum-based unleaded or leaded gasoline as defined by the American Society of Testing and Materials (ASTM) is permitted. Briggs & Stratton recommends the use of 92 octane unleaded gasoline in all Vanguard engines. Higher octane fuels can cause higher operating temperatures and reduce the running life of your engine. The only oxygenates permitted are MTBE and ethanol alcohol in the same levels as that are found in pump gasoline. INEX reserves the right to require all cars use the same brand and designated grades of gasoline in a given event. Slinger speedway requires all bandelero competitors to use regular 87 octane or premium grade 91 octane purchased at any automotive retail station. Fuel must meet the

approval of speedway officials. Specific Gravity -The specific gravity must fall between .700 to .770 at 60 degrees Fahrenheit. Laboratory Testing -INEX has the ability to conduct laboratory analysis of fuels. Samples for lab analysis may be taken from a competitor's fuel tank at any time at the discretion of INEX. The specific elements which will be searched for include: propylene oxide, alcohols (all types), aldehydes, aminodiphenyl, benzene (in excess of EPA limit), benzidine, beryllium compounds, bromine compounds, butadienes, chlorinated compounds, chromates, dioxanes, 64 ethyl acrylate, ethylene oxide, hydrazine compounds, methylene dianiline, naphthylamine, nitrogen compounds (nitromethane, et al.), styrenes, toluidine and xylidine. Also added to this list will be substances deemed to exceed the Threshold Limit Values (TLV) or Biological Exposure Indices (BEI) as listed by the American Conference of Governmental Industrial Hygienists (ACGIH). Penalty for Fuel Rule violations - Any competitor (driver and/or owner) caught using any of the illegal fuel additives as previously mentioned may be subject to a suspension, fine, and cost of fuel test(s). Penalties will be determined by INEX.

9. "LEGAL" FUEL ADDITIVES: Lubrication or knock suppression additives are permitted provided the resulting mixture meets the specific gravity and lab analysis requirements.

10. FUELCELL: Only an INEX-approved fuel cell is permitted, and it must remain in its stock location as delivered new by U.S. Legend Cars International. Foam is mandatory in all fuel cells. Cars will not be permitted on the track without the foam in the fuel cell. All caps must be attached to the fuel cell. Fuel Cap: Make absolutely sure that you check the cap on your fuel cell for tightness before going onto the racetrack. The cap should fit snugly into the cell. Fuel Cooling Devices: Fuel cooling devices of any kind are not permitted on the car at any time.

Fuel Cell Vent: The fuel cell vent must remain stock and in the same location as currently delivered by U.S. Legend Cars International, Inc.

11. FUEL FILTER: Aftermarket fuel filters may be used. No glass fuel filters will be permitted.

12. FUEL LINES: Fuel lines may not be located or run through the driver's compartment. Rubber, steel braided, or Kevlar braided fuel lines may be used.

13. FUEL PUMPS: The fuel pump must remain stock as delivered by U.S. Legend Cars International. Electric fuel pumps are not permitted.

14. FUEL SHUT-OFF VALVE: Aftermarket fuel shut-off valves are permitted.

15. GAUGES: Analog gauges that record or display the following information only are permitted -RPM, oil pressure, oil temperature, and cylinder head temperature. Digital gauges are not permitted with the exception of Longacre and Intercomp lap timers, lapceivers (by RACEceiver) and Fastach Digital Tach (by SunDec, Corp.) as delivered by U.S. Legend Cars International. No other information may be recorded. Onboard telemetry systems are not permitted. Gauges that record or display wheel spin, shock travel, exhaust temperature, throttle position or G-force are not allowed at any time.

16. IGNITION SYSTEM: The complete ignition/engine control system must be the original OEM parts. Electronic throttle (traction) controls are not permitted. Spark Plugs -Any aftermarket spark plug may be used. Spark Plug Boots -These components must be stock parts as delivered new by U.S. Legend Cars International.

17. MUFFLERS: INEX-approved stock unaltered mufflers are mandatory. (Mufflers must remain as delivered new from U.S. Legend Cars International)

18. OIL ADDITIVES: Any competitor caught using any of the following additives in the engine oil may be banned from all INEX-sanctioned events for a minimum of 60 days from the date of

the infraction: hydrazine, toluene, dinitrotoluene, dioxane, propylene oxide, nitropropane or any additives determined by INEX to be hazardous.

19. OIL CATCH CANS: Only one oil catch can (maximum 1-quart capacity) may be used. It must be securely fastened and remain within the engine compartment. It may only be routed to by a hose from the stock crankcase breather opening or the valve covers.

20. OIL CRANKCASE BREATHER: This breather may not be evacuated through the exhaust pipe (header). There may not be any additional breather holes for the crankcase (i.e. from the oil fill cap). It may only be routed by a hose from the stock crankcase breather opening or the valve covers.

21. REV-LIMITERS: All competitors must compete with a rev-limiter that is correctly hooked up and in use at all times. No quick disconnects may be used when hooking up the rev-limiter. The rev-limiter must be wired into the toggle switches as delivered by U.S. Legend Cars International. The rev limiter must remain stock (maximum 5,600 rpm) as currently provided by U.S. Legend Cars International. No modifications are permitted to the rev-limiter. If the rev-limiter does not work due to improper wiring or bad connections, the driver will be disqualified.

22. VALVE SPRINGS: The valve springs may be replaced with aftermarket steel springs. Only steel valve spring retainers and keepers are permitted. No titanium or other lightweight alloys are permitted. Adjusting the valves is permitted.

66 SPECIFIC COMPONENT PROTESTING FOR BANDOLEROS The purpose of the protest is to provide a "safety valve" to help keep the series competitive and to keep the cost of racing affordable. Only current INEX members may protest a component. (That person must show membership card to submit a protest.) Any specific components of a competitor's car finishing in front of the protestor, may be protested by a driver finishing on the lead lap of that feature after the race for the amount designated on the protest fee schedule, in terms of cash or certified check. "Protesting back" is considered spiteful & is not permitted. "On track" race calls cannot be protested to INEX. Filming protests or closeup photos of tech is not permitted. TIME OF THE PROTEST: The protestor's membership card, protest card and full payment (in cash or certified check no personal checks) must be presented to the INEX tech inspector no later than fifteen (15) minutes from the arrival of the winning car into tech. Time is determined by the head tech official. Once a protest is made, it may not be withdrawn. All purse and points are to be distributed after a decision on the protest has been made. Tech inspectors will not accept verbal protests or protests which are not accompanied by the required protest fee, protest card and protestor's membership card. CHECKING THE PROTEST: The protested component will be removed from the car or made available for inspection by the protested team's crew and inspected by the INEX tech inspector. The following people will be permitted to be present at the protest site: protested driver and crew (the crew shall leave once the part is removed), protestor, INEX tech officials and a speedway management representative. If a decision at the track cannot be made, then the component will be sent to INEX for a final decision on legality. On a protest, it is the driver's duty to prove his legality, not the tech officials or protestor's duty to prove the violation. WHEN THE PROTEST FINDS A LEGAL COMPONENT: After inspection, if the protested component is found legal, the protest money will be given to the driver of the car from which the component was protested (less reasonable inspection fees and shipping charges determined by INEX). WHEN THE PROTEST FINDS AN ILLEGAL COMPONENT: After inspection, if the protested component is found illegal, the

driver of that car will be disqualified from that event, forfeits all prizes and honors earned at the event and face the possibility of more penalties at the discretion of INEX. The illegal parts will also be confiscated by INEX. The protest money will be returned to the team filing the protest. The driver who was found illegal will be responsible to pay for inspection fees and shipping charges in the form of a fine. REFUSAL OF A PROTEST: If the driver of the protested car does not allow inspection under these terms, he will be disqualified, forfeit all points, purse monies, prizes and awards earned at that event and possibly suffer more penalties as determined by INEX. The car will also be suspended from competition. The protest may, at the discretion of the INEX official in charge, be declined if deemed to be malicious or spiteful. INEX may also penalize the author of a protest deemed to be malicious, spiteful, or who otherwise acts in bad faith. A driver may only be protested by one other competitor at each event. (If more than one protest is filed against a competitor, the driver with the higher finishing position in that race will be allowed the protest. No driver may file a protest more than 3 times during the calendar year. Protestor must verify that the tech inspector has the special equipment necessary for the test, if applicable. * INEX may penalize the author of a protest deemed to be malicious, spiteful, or who otherwise acts in bad faith. Choice of one (1) of the following items to be protested:

\$50.00 -Air Filters

\$100.00 -Rev Limiter

\$200.00 -Fuel (Laboratory Test)

\$150.00-Exhaust System (check header and/or muffler)

\$100.00 -Total Weight (minimum weight)

\$100.00 -Rear Axle

\$150.00 -Shocks (Check rear shocks)

\$150.00 -Spindle (Left & Right)

\$100.00 -Wheels

\$100.00 -Front Bumper or Rear Bumper meets all specs.

\$200.00 -Carburetor

\$50.00 -Durometer test of tires

\$100.00 -Engine Seals (Cut and checked at INEX headquarters only if inspector has replacement seals)

\$500.00 -Engine Inspection (Engine, including carburetor AND intact restrictor plate, – Top to bottom. Un-plug wires, throttle cable, fuel line. Remove headers, clutch. Un-bolt engine and ship to INEX) INEX Inspector will oversee shipment of engine. * Reasonable fee to be determined by the INEX official for other specific items.

2023 INEX POINTS SYSTEM All local tracks and/or local series will establish their own policies for awarding points for their own series.

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 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 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.

All cars must have a number on the RF top corner of their 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.

PO Box 312 - Slinger, WI 53086

Track Office: 262-644-5921 Fax: 262-644-6476

Todd Thelen, Owner/Promoter: Slingerspeedway1@aol.com

Jerry Priesgen, Director of Competition: jerry@slingersuperspeedway.com

Tech Director, Jason Shultz: jasonshultz13@icloud.com,

www.slingersuperspeedway.com