

Slinger COMBINED MIDAM/AREA SPORTSMAN RULES Cars must meet all the applicable rules of either the Area Sportsman (package A) OR MIDAM (package B) No mixing of rules packages permitted.

8.1-A Area Sportsman Rules

CAR ELIGIBILITY--Any 1960 or newer American-made non-convertible passenger car) with wheelbase over 108-inches (Ford and Chrysler over 104-inches) allowed. El Camino, Ranchero bodies allowed. **Other bodies may be permitted only with approval of Slinger officials.**

8.1A.2 WHEELBASE AND TREAD WIDTH-- Wheelbase must be within 1-inch of stock. Maximum tread width 63-inches (64-inches for Ford or Chrysler front stub), measured center to center of tires at spindle height (front and rear).

8.1A.3 CHASSIS-- GM chassis must retain original wheelbase. Ford/Chrysler may use GM Metric frames. Complete stock steel frame or unit-body must be retained to a point 6" behind the center of the rear axle. Replacement with square tubing allowed rear of that point. Front stub and the rest of the frame must match. Minimum frame height 4 $\frac{3}{4}$ " (with driver).

8.1A.4 GROUND CLEARANCE--Minimum ground clearance 4 $\frac{3}{4}$ " at any point including spoilers, scoops, and mufflers, except front cross member, which is 2 $\frac{3}{4}$ " (with driver).

8.2A.1 ROLL CAGE--All cars must have a well-constructed, properly welded and gusseted 6 point roll cage made of minimum 1 $\frac{3}{4}$ " .090 wall tubing or equivalent. Roll cage must have four uprights properly welded to the frame. Right side of the roll cage may not be located inboard more than the right rails of front and rear stubs. Main roll hoop must be behind the driver and be reinforced with a full X or diagonal bar configuration. Cage must be reinforced from left to right with bars under the dash, along floorboards, and behind the driver in the main roll hoop. At least two bars must extend from the main roll cage rearward to frame kick-up or beyond. A minimum of four equally spaced horizontal bars required in the driver's door, three in the passenger side door. Door bars must be connected with a minimum of two equally spaced vertical studs. Two angular bars must connect the bottom door bar to the frame rail. All welds in the cage and door structure must be gusseted. Driver's foot protection bar required. Left side door bar deflector plates of at least 1/8" steel required. Front hoop must connect to the front roll cage uprights. Unit-body roll cage construction: contact competition director for guidelines.

8.2A.2 BODY AND APPEARANCE— Wheelbase must be over 106". Body can be lengthened or shortened no more than 4 inches from OEM measurement. All bodies must remain stock appearing with complete fenders, quarter panels, doors, roof, hood and trunk lid. stock steel roof with A, B, & C posts required. Five Star Fiberglass Metric Monte Carlo roof allowed. No truck bodies allowed (El Camino & Ranchero excepted). Stock steel or professionally built metal bodies required. Bodies cannot be shortened, chopped or channeled, light moldings and stock appearing metal grill required. All doors must be welded shut. Stock hood with reinforcements removed or fiberglass hood required. Hood latch must be removed. No multi-plane spoilers. 49" Minimum roof height (25 lb weight penalty per 1" low) measured 10" back from windshield.

Maximum spoiler length 5". Maximum spoiler width 60". Spoiler may not extend the outside body by more than 1-inch. No wings or skirts allowed. No air scoops or holes in hood allowed.

Filler panels painted with reflective colors required. Front and rear bumpers must appear stock. Bumper ends must be capped or connected to the body. Professionally appearing and attractive grill/radiator opening required. All aftermarket nose pieces must match the make (GM on GM, Ford on Ford) of the body. Stock or Lexan windshields required, all other windows (if used) must be of Lexan. Sunroofs must be closed in with steel. Body must be within 2" from outside of the tires. ARP Plastic Bodies are legal only the following part numbers 115015A through M. ARP bodies must meet template dimensions per ARP specs. No mixing and matching of "old" body styles with "APR" bodies. Five Star North American Sportsman bodies allowed. All manufactured bodies must meet manufacturer's templates.

All cars must have a number on the rf top corner of their windshield. 8.2A.4

TOW HOOKS--Tow hooks on front and rear required. ¼" cable has proved inadequate.

8.3A.1 SUSPENSION--Any stock appearing steel spring that fits in the original mount in original position allowed. **One steel non-adjustable, non-rebuildable shock, with a welded bearing (on at least one end), with a maximum MSRP \$150, or QA1 model 5Q, 51, OR 52 allowed per wheel. Internal shock components must be stock for that make and model of shock.**

Spring spacers, adjustable spring spacer units allowed where shock mounts through spring (front). No Compression or rebound limiting devices. Screw type (screw jack) adjusters allowed front and rear. Rear spring perch and rear upper shock mounts may be fabricated but must remain in stock location. Spring buckets may protrude through the floor pan. Rear control arms must be stock length for that year and model chassis and remain in stock location. All other components must remain stock and in stock location, except where otherwise stated. Lower A-frames may have bushings replaced with steel insert type. Rear Control link rubber bushings may be replaced with non-metallic stock replacement parts. Tubular upper A-frames with bolt-in ball joints allowed. No mono ball, heim joints, or clevis' permitted on suspension components. One stock appearing (non spline type) passenger car front stabilizer (sway) bar mounted in stock position on frame allowed. Frame mounted stabilizer (sway) bar adjusters allowed. 1" shock extenders in front and 2" in rear allowed. Screw-in ball joints allowed. No lift bars or traction devices. No Cambered rear ends.

8.3A.2 MID SIZE GM METRIC CHASSIS--Lower right A-frame may be **no more than 1"** longer than stock. Coleman steel hubs or full size GM spindles allowed. Steering center link modifications (to improve bump-steer) allowed. Any stock production rear end allowed, provided that lower control arm/shock mounts remain in the stock position for the chassis.

Aftermarket or S-10 axle required on right side of metric rear

8.3A.4 SPINDLES, HUBS, STEERING--Stock unaltered **passenger car** spindles, hubs (no aluminum), and steering units required. Coleman steel hubs allowed. No lowered spindles. Heim joints allowed on outer tie rod ends. **Fabricated center links allowed.** Steering column must use 2 U-joints

8.4A.1 BRAKES--Four-wheel brakes required at all times. Master cylinder must remain in stock location. **Floor mounted pedals allowed.** The Howe stock replacement caliper is the only non- OEM brake caliper allowed. **Directional vane rotors allowed. Maximum rotor diameter 11 3/4" maximum rotor width 1 1/4". Max MSRP \$105.** One OEM brake bias adjuster is allowed. Single master cylinder. Rear disc brakes must be stock OEM no specialty after-market made for racing rear brakes.

8.5 ENGINE LOCATION--GM engines: located so that the center of the furthest forward spark plug is in line with or ahead of the upper ball joint's centerline, all others allowed a 2-inch set

back. Minimum crankshaft centerline height 10 ½” (front and back). Max offset (right to left) 3”. Engine setback will be checked at the centerline of the spindle with the referee in 2022..

8.5A.1 ENGINE--Engine highly recommended being of the same manufacturer as chassis and body. Maximum of two valves per cylinder. No aluminum blocks or heads. Maximum displacement 362cid (Chrysler products 373cid). All engines must meet following specifications regardless of manufacturer: Stock or stock replacement cast iron unaltered heads (no porting, polishing, acid dipping, or gasket matching allowed) required. The only stock replacement heads allowed are World Products SR I052 #4266B ,#4267B **or any similar aftermarket stock replacement head approved by Slinger officials prior to being used in competition.** Maximum 2.02-inch intake and 1.6-inch exhaust valves required. Valve spring retainers are the only titanium parts allowed. Flat top pistons required. A minimum of zero deck height required. Maximum 10.8 to one compression ratio. Magnetic steel connecting rods only. Honda journal rods not permitted. No Bowtie, Vortec or 18-degree heads allowed on GM products. Production type steel crankshaft with normal configuration counter weights required. All crankshafts must be a minimum of 44lbs. A ¾”NPT inspection hole in the oil pan required. Inspection hole must be located in line with the second or third rod journal of the crankshaft, on either side of the pan and above oil level. Hole in windage tray in line with inspection hole required. OEM mechanical fuel pump, in stock location, required.

8.5A.1.2 CRATE ENGINES--GM Crate motor (P/N 88959602) allowed with Holley 650 carburetor (P/N 80541-1). GM specifications and inspection procedures will be followed. Crate engines are allowed to run a non stepped, non 180 degree, header with a max 1 5/8” diameter and max 3” collector, maximum MSRP \$250. All crate motors must use the MSD Soft Touch Rev Control system with the 6400 rpm chip. 1 1/2” maximum adapter/spacer plate (gasket included) allowed with added weight . Carb adapter plate may not be tapered, beveled or grooved. All crate motored cars have a base weight of #3050 lbs . Cate motored cars utilizing the spacer plate must add 25 lbs. No double roller timing chain. Inspection plug required, call tech staff for installation and rebuild/ repair **regulations. FORD AND CHRYSLER**

EXCEPTIONS--Ford and Chrysler will be permitted some variation to improve competitiveness. Such variation requires prior approval by the director of competition. Weight adjustments may be made to retain competitive balance

8.5 A.1.3 LS 5.3L ENGINE-- Cast Iron GM 5.3L OEM stock block Bore size 3.810” dia. Maximum stroke 3.622” Compression ratio 10:8 Permitted heads,are stock GM Cathedral port with 60CC chambers .(Casting #'s 241,243,317,706,799,852,853,862,873 allowed) (NO EXTRA PORTING ALLOWED) Permitted valve size 2.00 IN / 1.55 EX (NO TITANIUM ALLOWED) Permitted valve spring 1.32” Max diameter w/ steel valve spring retainers (NO TITANIUM ALLOWED) Camshaft - hydraulic roller cam/lifters GM #88958770 RECOMMENDED Max lift .530” measured at the retainer ROCKER ARM RATIO must be 1.7 Crankshaft -GM STOCK 50LBS Connecting rods GM STOCK 6.098 LONG Pistons FLAT TOP ONLY Intake manifold HOLLEY #300-132, ELDELBROCK #2908, OR GM #88958675 CHAMP OIL PAN Ignition must be # LS1100 MSD 6014 CT IGNITION (TIMING MUST BE THE SAME FROM 3500-7000 RPM) RPM LIMIT 6400 (ALTERNATOR ALLOWED) CAST IRON EXHAUST MANIFOLDS ONLY (NO HEADERS ALLOWED) CARBURATOR HOLLEY 4412 2-BBL (SEE CARB SPECS RULES) 1” CARB SPACER MAX, STRAIGHT BORE ONLY. MUST NOT EXTEND DOWN INTO INTAKE PLENUM. SPACER GASKET MAX THICKNESS .070 FRONT

DRESS IS F BODY GM (2002 CAMARO 5.7 AS EXAMPLE) MUST USE WATER PUMP AND FRONT DRESS OF F BODY GM (2002 CAMARO 5.7 AS EXAMPLE) ATI BALANCER #917776 & JONES RACING PRODUCTS CT525 LOWER PULLEY Note-components and weights for this engine option are going to be reviewed by Slinger officials and adjusted to ensure a competitive balance.

8.5A.2 CAMSHAFT & IGNITION--Hydraulic or solid cam/lifters only. Hydraulic Lifters must pass a minimum 100/1000 leak-down test. Absolute maximum lift at valve: GM-.490 inch, Ford/Mopar-.520 inch. Roller tip rocker arms allowed, but must retain original pivot type (ball & socket). No ~~solid lifter or~~ roller cams allowed. Stock type (HEI) ignition components only. Firing order may not be altered. No MSD boxes or dual-point distributors.

8.5A.3 BATTERY--Batteries must be securely mounted ahead of the rear axle and away from fuel containers and lines. All batteries in the driving compartment must be in an approved sealed battery box.

Maximum 12 volt system. No volt phreak batteries.

8.5A.43 CARBURETOR--Stock unaltered 500 CFM Stock Holley 4412 2 bbl. or Dorton 003-0, or 1 3/8" Rochester allowed on all cars. No alterations except removal of choke "Butterfly" allowed.

1 1/2" maximum adapter/spacer plate (gasket included) allowed. Carb adapter plate may not be tapered, beveled or grooved. Double return springs and air cleaner required to act as flame arrestor. No air induction boxes or ram air units allowed. Steel or steel braided fuel lines required, metal fuel filter required.

8.5A.5 INTAKE & EXHAUST MANIFOLDS--Completely stock passenger car 2-bbl. cast iron intake or Edelbrock Performer-2101 or RPM-7101 intake manifold required. No grinding, polishing or altering allowed. No Bow-Tie manifolds. Completely stock cast iron exhaust manifolds or chassis style headers required. No grinding, polishing or altering allowed. Center dump and log style manifolds allowed. Max exhaust manifold inside diameter 2-1/16-inches. No cast iron header style exhaust manifolds allowed. Headers tube diameter not to exceed 1 5/8" diameter, and 3" collector. No exotic, 180 degree, tri y, or IMCA stock car style headers permitted. All headers must direct exhaust between the frame rails. Cars using headers must add 30 lbs. The weight adder may be amended at the discretion of the track staff to ensure a competitive balance is maintained.

8.5A.5 EXHAUST SYSTEM--Maximum diameter 2 1/2" before collector and/or muffler, 4 1/2" maximum diameter behind muffler. Exhaust must exit left or rear and behind driver. Effective mufflers required. Collector or muffler must not be located forward of transmission. 95-decibel limit. Exit under car is highly recommended. No car expelling flame, smoke or backfiring allowed.

8.6A.1 TRANSMISSION--Stock automatic transmission with operating 11-inch minimum diameter torque converter. Torque converter post-race inspection will occasionally be required. Option 1; install drain plug in torque converter. Option 2; remove torque converter for detailed inspection. All forward and reverse gears must operate. Transmission overflow bottle required, No rubber transmission lines, transmission cooler not allowed in driver compartment. A stock manual three or four speed steel OEM or M21 transmission allowed. All gears must operate. No straight cut gears, gun drilled main shafts, or lightening of or removing of gears or body allowed. **Must use stock or stock replacement all steel pressure plate and clutch disk (minimum weight 15.5 lbs)** and steel or cast iron flywheel (minimum weight 15.5 lbs.) Clutch

disc must be a minimum 10 inch diameter with stock full fiber disk. All manual transmissions must run a steel bell housing or a scatter shield constructed of 1/8 inch steel covering the top 180 degrees of the clutch . **Any area sportsman may use a 7 1/4" clutch assembly, but must add 75 lbs to their minimum weight.**

8.6A.2 DRIVESHAFT-- Minimum diameter 2 1/2" steel drive shaft required. Drive shaft must be painted a bright reflective color. Safety hoop required on front half of drive shaft. Driver must be protected from the drive shaft entering into the driving compartment.

8.6A.3 REAR END--Rear end may be open, or locked by welding spider gears or use of spool only. Tread width will be checked. Solid axles only. NO Cambered Rear Ends.

Ford 9" rear end allowed in any make car provided the lower control arms and shock mounts remain in the stock position for that chassis. No limited slip, Detroit lockers or posi-traction rear ends allowed. A 3/4" inspection plug required in the rear cover located above oil level and be wire tied.

8.7A.1 RADIATOR--Any metal radiator that does not alter the exterior appearance of the car allowed. Fan protection (20 gauge minimum thickness) required. Overflow tank located under hood with hose to windshield required.

8.7A.2 FUEL & FUEL CONTAINER--Fuel cell required. Fuel cell must be located in the trunk between frame rails as far from the rear bumper as possible. If the trunk floor is removed, it is required to install two 2" square tube cross members to the rear frame rails. One in front of, and one behind the fuel cell. Mounting must use 1" square tubing. Minimum 11-gauge container around fuel cell required. Bottom of the fuel cell must be at least 10 inches from ground. ASA bar required and must extend below the bumper and be triangulated back to the main frame. All vents must be valved. Filler tube extensions not allowed. Inlet cannot be on the right side of the cell.

Outlet must be on top. All fuel cells and associated protection bars will be vigorously inspected. Steel fuel lines must be located outside the driver's compartment. 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, nitromethane, 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.**

8.8A.1 WHEELS & TIRE Wheels, Spacers & Tires, 8-inch maximum width steel wheel. Wheels must be approved Minimum clean wheel weight 19 lbs. Minimum 1" solid steel lug nuts. Tire rule will be: Teams may purchase a maximum of 6 tires into their initial tire bank and can purchase one new tire on the 3rd week of competition and continue with one new tire per week of competition thereafter. New competitors coming in after the first event of the season may only purchase 4 tires to start their tire bank and must start behind the invert if using all 4 new tires or if you only use two new on the first night of competition and two used with 4/32" wear on them you can start where you qualify. All tires used in competition, (heats, dash, feature, etc.), must come from that Competitor's tire bank. You may qualify and race on any combination of tires from your bank.

Tire bank follows the driver. Used tires presented for "race" use will be counted as new tires. Hoosier D-800 will be sold at track Must fill out a tire card prior to qualifying at each race event. No wheel weights allowed.

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.

8.9A.2 WEIGHT--Minimum total weight is 3050 # including driver, 52% front axle, and 42% right side. All weights must be properly anchored above the bottom of the frame rail, outside the driver's compartment and painted white and lettered with car number. No weights mounted to fuel cell framework, ASA bar or fuel cell protection bars. Fuel burn off allowance is ½ lb **per green flag lap for that event.**

8.9A.3 SAFETY BELTS & HELMET-- Belts must be no more than three years old per manufacture date or as marked for expiration by the manufacturer. Safety restraints must be SFI approved 2" or 3" systems. All safety restraints must meet the approval of Slinger Speedway tech officials, and be installed per the manufacturer's installation instructions.

8.9A.4 DRIVER'S ATTIRE - Complete approved fire retardant driving suit and gloves required. Eye protection and a Snell SA-2010,SA- 2015,SA2020 helmet or newer required. SFI-38.1 Head and Neck restraints, fireproof shoes, and fire systems recommended.

8.9A.5 DRIVING COMPARTMENT & INTERIOR--Steel firewall and floor pan required. Passenger side interior can be tinned over from the top of the drive shaft tunnel to 12" below the passenger window. Cockpit must be completely sealed off from the engine compartment and fuel cell. Padding required around driver including steering post Securely mounted fully charged fire extinguisher with visible dial type gauge required. Ribbon or mesh type window net with belt buckle release required. Buckle located at top/front recommended. Clearly labeled push-pull or toggle type kill switch accessible from either side of the car required.

8.9A.6 RADIO'S – Two way radios allowed. RACE-CEIVER one way radios are required to be monitored by spotter or driver. No cell phones permitted in car while in competition.

Slinger Midwest Sportsman Rules package B

8.1.B Frame

1978 through 1988 108" GM metric frame ONLY.

Frames must be cross-braced or X-ed through the center. Frames must be plated on the inside of frame rails. Rear tail section may be replaced beginning 5" behind the rear axle centerline.

Factory frame horns must be 20" minimum from upper A-frame mounting bolt forward. Front crossmember may be notched for fuel and power steering pump and oil filter. Minimum fuel pump clearance is 1". Top half of the crossmember may be collapsed 3/4" for oil pan clearance.

Outer spring skirt may be trimmed a maximum of 2 1/2" up and 7" long to aid spring changes.

All other areas of the stock frame may not be altered or changed from original design and size.

Rusted or damaged areas may be repaired or replaced but must match original design and size. No frame lightening will be allowed such as hole drilling, acid dipping, etc. Minimum of a 6" frame height, except front crossmember.

8.2B.1 Roll Cage

All cars must have a full 4-point roll cage, constructed with a minimum 1-3/4"x.095 wall round DOM or EW steel tubing.

The main hoop behind the driver must be X-ed or cross-braced and securely welded to the frame on both sides. All competing cars must have a full perimeter roll cage to compete. No 'laid-back' or offset roll cages. The roof hoop or halo bar and main hoop should be mounted as close to the

roof as possible. Roof hoop shall be a minimum of 39" wide and should be a safe distance from the driver's head and padded. Diagonal halo support bar required. Center dash to halo bar mandatory, minimum 1 1/2"x .095. The front of the cage must have at least two (2) cross supports side-to-side, one at a dash level and one at the roof. Roof support is not necessary if the main roof bar is one continuous piece. Four (4) driver side door bars mounted flush with the outer door panel are mandatory. Driver side door bars must have two (2) upright bars between each door bar. Foot protection bars required. A perimeter foot protection bar from the outside edge of the door bars forward and curving into the frame is required. Minimum 1 3/4"x.095. Passenger side door must have three (3) door bars mounted no closer to the driver than the center of the passenger side frame rail. Roll bar padding required. Engine compartment hoop and rear main hoop supports are mandatory. All right angles should be gusseted. All drivers' door bars must be plated from the frame to the top of the top door bar. Diagonal roof support bar from the cross bar behind the driver up to the right front corner of halo is strongly recommended. Each car must have a triangular net securely mounted behind the seat to support headrest portion of driver's seat. Net must be mounted vertically. Diagonally mounted bar from top left main hoop bar to center of cage or approved seat will be allowed.

8.3B.1 Body Rules

Plastic or Lexan rub rails are allowed per tech inspection. Body openings must remain with 1" of factory stock. Windshield openings must have three upright braces 3/8" steel minimum. Clear glass or lexan windshield and rear window required. All other glass must be removed. Minimum windshield angle 27 degrees or template spec for template body. Side window opening, measured from 'B' pillar forward must be a minimum of 31". 'B' pillar wings must be perpendicular to or angled back from pillar inward. No aluminum, plastic, or rubber panels or parts that are not approved. Pin-type hood and trunk fasteners only. Stock floor pans and firewall optional.

Fabricated panels must retain stock appearance and dimensions. Absolutely no cut-up bodies, chopped or slanted roofs, ground effects, panels, side-boards, wings, air-foils, Lexan side (door) windows, hood bubbles or scoops, or any other alterations to the stock body unless approved. Hood must seal at windshield area. Hood must be flat or near flat. No bubbles or pushed up centers. Minimum roof height is 51". Minimum nose height 5". Two (2) 1/2" roof aero strips allowed. No aero strips allowed on the rear window.

Body, frame, ballast, fuel cell, etc. behind rear tires must be a minimum of 11" off the ground. All body, frame and weight measurements taken with the driver in the car in the driver's seat. A maximum 5"x 60" rear spoiler may be mounted on the trunk lid only and may not have sides or lips.

8.3B.2 Bumpers, Rub-rails & Tow hooks

Bumpers may be braced or reinforced for extra strength and to facilitate easier towing, and must have the outer ends fastened to the fender so as not to hook other cars. Penalty \$50 fine, if hooks break while lifting the car. A radiator protection hoop may be added to the front bumper but must stay between the frame rails and must be behind the front fascia. Rear bumper hoop must not extend past the body. Materials for bumper hoop 1 3/4"x .095 wall round steel tubing. All front and rear bars must be concealed. All side rub-rails must be securely bolted or welded a minimum of five places to the cage. Rub-rails must be painted to match the body scheme, including number colors. Ends must be angle cut and capped. .095"x 1" maximum square steel may be used. Rails must be mounted flush with the body. Any blunt end tubing must be capped.

8.3B.4 Interior

Interior sheet metal must raise on a **plane from** the drive shaft tunnel to the passenger window opening. No plastic or composite material may be used inside the driver's compartment. Stock floor pan (plated) allowed.

8.3B.5 Fuel Cell

Dated bladder type cell highly recommended.

All competing cars must have an approved fuel cell in a minimum 20-gauge steel can. Must use foam and check valves. Maximum capacity 22 gallons. All fuel cells must have two straps in both directions, fully surrounding the cell. Straps must be minimum 1"x 1/8" steel using a minimum 5/16" grade 5 hardware. Must be mounted at least 6" behind differential housing. Fuel cell ground clearance is 11". Must have -6 (3/8") roll over vent valve installed or tech approved alternative. All cells must be top fill. No dry breaks.

Car must have a minimum 1 1/2"x .065" wall fuel cell 'hoop' with two braces to the frame. Guard must be 1" lower than the fuel cell.

8.4B.1 Suspension

All A-frames, trailing arms, steering components and suspension mountings must remain stock for frame in factory frame position.

Front upper control arms may be replaced with tubular drop-in replacement 1-piece control arms of stock length +/- 1/2" in stock location. Front suspension upper A-arm pad may be moved on the frame but remain stock appearing, uncut and otherwise unaltered.

No aftermarket or dropped spindles. No lightening of suspension or brake parts (such as drilled rotors, etc.) Shocks may be moved from stock location. Only 1 shock per wheel.

Shocks must be Midwest sportsman approved and retail for less than \$170 each. No aluminum body or coil-over shocks allowed.

Stock or racing springs allowed. 5" minimum diameter coil spring. Rear spring buckets must be enclosed. Weight jacks or screw jacks allowed. No driver adjustable weight. Stock upper A-Frames may be notched for screw jack clearance only. No steel or offset bushings in front or rear suspension. May use offset shaft or bushings in upper A-arms only. Stock dimension metric ball joints only. Any OEM type sway bar permitted. Adjustable aftermarket sway bar mounts permitted. Racing type machine manufactured hub and rotor package recommended for safety. Right front hub must be an approved racing type safety hub. Front and rear full faced steel hubs only. OEM hub must have bearing and race number 12610-12649.

Maximum tread width is 62 1/2".

8.4B.2 Steering

All steering boxes and linkage must remain stock for frame.

Aftermarket steel tie rod sleeves are allowed. Outer tie rod ends may be 1/2" or 5/8"x5/8" chromoly or aircraft type heim joint with aluminum sleeves. Quick release steering wheel required. Safety padding in the steering wheel required. Impact collar in steering shaft required.

8.5B.11. Engine Block

American made production V-8 engines only. No V-6 or 4 cylinders. Must be production cast iron block with standard external measurements in all respects with the exception of the permissible overbore. (.060 max.) Maximum cubic inches 358 GM and Ford, 366 Mopar. No aluminum blocks permitted. Stock production only.

No removing of identification numbers. No grinding or lightening. No 'Bowtie', 'SVO', or 'R' blocks (exceptions GM cast # 1005482, Ford 'B351' & 'M351', Mopar P5249515 & P5249447 59-degree standard tappet bore).

8.5B.12. Oil System

Aftermarket oil pans and breather allowed. Oil pump must remain in stock location. No dry sumps. Single stage external pump as OE replacement on Ford only. Oil coolers allowed outside of driver's compartment only. 3/4" pipe plug inspection hole must be installed for inspection purposes in oil pan. This hole must reveal a center rod journal. If windage tray is used an inspection hole must be provided through it. 'Aeroquip' type oil lines only. Pump racing fuel only. No alcohol or additives. OEM type mechanical fuel pumps only.

Fuel lines must mount on front side of pump. No fuel lines shall pass through the driver's compartment. No plastic fuel filters. No plastic or rubber oil pressure lines.

8.5B.2 Cranks

Minimum 50-lb. sportsman type steel cranks only.

Stock stroke for block. Unaltered except for normal cleanup and balancing. Cranks should not be gun drilled, contoured or sculptured.

8.5B.3. Rods

Magnetic forged sportsman type connecting rods only.

No titanium, aluminum or H-beam rods. 6.0" maximum length. 560 grams minimum weight.

8.5B.4 Pistons

Any flat top or reverse dome (dished) piston may be used.

Valve relief may be cut into piston. No portion of the piston may protrude above the top of the block.

8.5B.5 Camshaft/Valve train

Any magnetic steel camshaft with a maximum 1/2" (.500) lift measured at the valve retainer.

Stock diameter magnetic steel hydraulic or solid flat tappets only. No mushroom or roller tappets. No stud girdles or rev kits. Standard timing chain only. No gear drive or belt drive.

Full roller rocker arms allowed on GM Vortec head,

Ford N351 and Mopar W2. All other heads must use stock stamped rocker arms.

8.5B.6 Heads

Cylinder heads must be a stock steel production only.

No angle plug, bowtie or 461X heads. No aftermarket heads.

Limited two valves per cylinder. No titanium valves or valve retainers permitted.

Combustion chamber intake and exhaust ports must be in the original 'as cast' configuration.

Three angle valve job permitted.

Any evidence of sanding, polishing, relieving, grinding, porting, chemical treating, ceramic work, abrasive blasting, alteration of the original form or the addition of material to the ports or combustion chambers is illegal. No external sanding, grinding, or removal of I.D. number or symbols. Valves must be stock size and in stock location and at stock angle. Maximum valve diameter measured across the face: Intake 2.02"; exhaust 1.60". GM Vortec intake 1.94"; exhaust 1.50". Stock production valve spring diameter only.

Screw in studs and guide plates allowed. 10.8:1 maximum compression ratio as measured on the 'whistler'.

8.5B.7. Intake Manifold

Aluminum intakes unmodified in any way include GM; Edelbrock (non-Vortec) 2101 & 2975. Vortec must use 7116 dual plane. Wieand 7546 or 7547. Ford (N351 or OE Windsor head) M-9424-C358, M-9424- Z351; Edelbrock 2181 or 7181 or (OE Windsor head) 2980, 2981. Mopar; Edelbrock 2176 or 2915. W2 head must use Wieand 8015. Any evidence of sanding, polishing, relieving, grinding, porting, chemical treating, abrasive blasting, ceramic work, addition of material or any alteration to original form is illegal.

8.5B.8 Carburetor/Spacer

Stock Holley 750-cfm carb only. No HP's, Demons or Aerosol carbs. All carbs must pass 750 cfm top and bottom dimension tool specs.

Standard boosters only and must be tightly mounted. Epoxying or safety wiring of boosters recommended. Air horn may be removed. No other visible modifications allowed on carb. No vacuum leaks. No turtles or other induction performance enhancing devices. No other systems allowed. Two (2) return springs are mandatory. An over-center throttle stop is recommended. Maximum height for spacer is 1 1/4" No tapered spacers. All cars running under the Mid AM rules package must run the Slinger restrictor plate at all times. Slinger restrictor plate is Allstar # 26060 with tapered inserts. Cars using the .950 i.d. cone insert will weight 3000 lbs.

8.5B.81 Fuel

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, nitromethane, 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

8.5B.9. Ignition

Factory stock type ignition only.

No crank triggers. No external super coils. No Voltphreaks batteries. No multiple spark discharge, rev limiters or similar aftermarket devices. No traction control devices.

8.5B.91. Kill Switch/Electrical System

On/off master kill switch must be located behind the driver within six inches of the window and painted bright orange. Maximum 12 volt electrical system and battery. All batteries must be securely mounted. No batteries allowed inside the driver's compartment.

The self-starter must be in working order. OEM type starters only mounted in OEM position.

8.5B.92 Exhaust

Maximum 1 5/8" over or under chassis, single pipe collector, spec header only. No stainless steel collectors No 180 degree or step headers. 3" maximum exhaust before muffler or 'Y'.

Mufflers mandatory. Maximum of 2 mufflers allowed. 95dB noise level.

Maximum tail pipe length from end of muffler is 10"

8.5B.92 Cooling System

All cars must have minimum 18-gauge fan protection covering upper 180 degrees of fan. Minimum 2 quart overflow container required.

No radiator or fan shrouds protruding through hood. No cooling system components inside of driver's compartment. Electric fans allowed. NO ANTI-FREEZE!!! \$50 fine at official's discretion.

8.6B.1 Drive Train

Engine must be centered between upper A frame mounts.

Minimum engine crankshaft height 13".

8.6B.2 Engine Setback Rule

Engine must be centered in frame. Engine compartment crossmember must be notched for fuel pump clearance minimum 1". Remove only what is necessary for fuel pump clearance and plate this area. Maximum setback from top steering box mounting bolt: 36". GM 33 1/2" measured to the back of the block mounting surface.

8.6B.3 TRANSMISSIONS Synchronized manual OEM 3 or 4 speed transmissions with reverse allowed. No spur cut, phase tooth, dogtooth or internal clutch transmissions allowed. OEM automatic transmissions with factory cases only. Automatics must have a shatter shield for flex plate. Automatics must have working internal front pump, all forward and reverse gears. No aluminum front drum or reverse ring gear in automatic transmissions. No external lightening or alterations except engagement and shifting modifications. No couplers, buttons, in/out boxes or quick-change transmissions. Multi-disc, open style, button type, 7 1/4" minimum diameter clutch assemblies with OEM type flex plate allowed. No non-ferrous material in either clutch or pressure plate such as aluminum and magnesium, etc. Flywheel must be steel or aluminum only. No cut down or lightened flywheels. Driveshafts shall be magnetic steel or aluminum only with a minimum diameter of 2 1/2".

No aluminum or light weight axle tubes. No 'Sprint', 'Hawk', or magnesium quick-change rear ends or bells. No titanium or other exotic metal allowed in rear end. All shafts and gears must be magnetic steel. No traction control devices or differentials.

8.7B.1 Brakes All four-wheel brakes must be operational at all times with no shut off or cut-off valves. No traction control devices in the brake system. Floor mounted pedals optional. A brake-metering valve may be used. Unlightened OEM cast brake calipers only.

Brake ducting is permitted and recommended. Aftermarket mounting brackets may be used. No brake floater devices. No recirculatory.

Metric OEM brake parts may be used on 9" Ford rear end. Aftermarket brake mounting bracket may be used. Full floater rear end is highly recommended. All floater parts must be steel with the exception of the drive flange. All axle and drive flanges must be equal distance from the frame rail on either side. No gun drilled axles. No cambered rear-ends.

8.8B.1 Wheels, Spacers & Tires, Brakes

8-inch maximum width steel wheel. Wheels must be approved

Minimum clean wheel weight 19 lbs. Minimum 1" solid steel lug nuts. Tire rule will be: Teams may purchase a maximum of 6 tires into their initial tire bank and can purchase one new tire on the 3rd week of competition and continue with one new tire per week of competition thereafter. New competitors coming in after the first event of the season may only purchase 4 tires to start their tire bank and must start behind the invert if using all 4 new tires or if you only use two new on the first night of competition and two used with 4/32" wear on them you can start where

you qualify. All tires used in competition, (heats, dash, feature, etc.), must come from that Competitor's tire bank. You may qualify and race on any combination of tires from your bank. Tire bank follows the driver. Used tires presented for "race" use will be counted as new tires. Hoosier D-800 will be sold at track Must fill out a tire card prior to qualifying at each race event. No wheel weights allowed.

8.9B.1 SAFETY EQUIPMENT Seat, Belts, Helmet & Driving Suit Only high back aluminum racing seats will be allowed. Fitted seat is recommended. Minimum of 16 1/2' to center of seat from inside of door bars. The seat is to be securely mounted to the floor and roll cage in a minimum of three places with six bolts and large flange washers. Approved 5 point racing harness/belts only. Single snap release 2" or 3" Slinger Speedway approved lap belt and shoulder harness and sub-belt mandatory. All belts/harnesses and hardware to be certified within the last two seasons or as marked for expiration by the manufacturer. All belts shall be securely mounted with grade 5 or better hardware. All mountings shall be in accordance with the belt manufacturer's instructions. Belts shall not pass through or near any sharp edges. Snell rated SA2010, SA2015, SA2020 or newer helmet with face shield or goggles mandatory. Any helmet involved in any type of impact should be immediately replaced. Approved fire-retardant suits, shoes and gloves mandatory. Clothing should be kept clean and professional looking.

8.9B.2 Window Nets & Padding

All cars will be required to run a minimum 12" driver side window safety net. Window nets will fall down and will snap with a seat belt type snap on top front corner of window. Triangle head protector window net highly recommended. Roll cage padding is mandatory within contact area of the driver, including the center of the steering wheel.

8.9B.3 Fire Extinguisher

On board fire system mandatory. Quick release type mounted within easy reach of the driver is mandatory. Must have gauge and be fully charged.

8.9B.1 Weight Rule

Slinger restrictor plate is Allstar # 26060 with tapered inserts. Cars using the .950 i.d. cone insert will weigh 3000 lbs. after the race according to the track scale with driver in seat. Maximum left side weight 58% of total weight. All weight, frame and body measurements taken with driver seated in car. Fuel burn off allowance is 1/2lb per green flag laps in that event.

8.9B.2 Ballast

All weights must be welded or bolted to the frame or roll cage and identified with car number. Make sure weight is secure, No driver adjustable weight. Weights behind rear axle must be installed a minimum of 11 inches from the ground. They must be up inside the body panels and not visible. No weights mounted to fuel cell framework, ASA bar or fuel cell protection bars. .

8.9B.3 RADIO'S – Two way radios allowed. RACE-CEIVER one way radios are required to be monitored by spotter or driver. No cell phones in the racecar while in competition.

8.9A and B.4 MISC.

All cars must utilize an AMB transponder model x260 registered and approved with Slinger Speedway track officials.

Midwest Sportsman

Transponder must be mounted on the right-side firewall, frame rail, or roll cage in a vertical position no less than 75” back from the most forward point of the front bumper cover.

Area Sportsman

Transponder must be mounted 75” from the most forward point of the front nosepiece.

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.

All cars are subject to inspection by track officials at any time whether safe or unsafe to complete. Slinger officials will make the 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 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.

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