

Posted March 21, 2023

Chapter 8

Slinger Super Speedway 2023 Modifieds Rules

1. CAR ELIGIBILITY/FRAME-Factory production complete full 1964 or newer parallel American rear-wheel drive passenger car frames only. No Jeep, Bronco, sports car, four-wheel-drive or front-wheel drive frames allowed. (No Full Bodied Cars Allowed) Frames may be cut in rear only at point no further than 36 inches from center of rear-end housing. Stock stub only, No fabricated tube-type stubs or Uni-Body type front stubs allowed except for the following. The Modifieds will be allowed a new fabricated front stub made to replace the 77-85 Impala and 68-72 Chevelle front stubs. The new front clip must be unaltered and used as manufactured. The following fabricated stubs are permitted: Howe Racing PN#35809, Phil's Phabrication PN# PH001, Pathfinder Chassis PN# PF001 or Metric version Johnson Chassis JCI-09-1M. Any car utilizing the fabricated stub must add 25 pounds of existing weight centered on the front cross member .NOTE: Any front clip not identical to an OEM Impala clip will be deemed Illegal and that builder will be banned from building clips. Frames may not be widened or narrowed and must be able to support roll cage on both sides. Front cross member must remain intact where joined at the frame rails; center of cross member may be notched for radiator and/or steering clearance only. Frame may be notched for tie rod clearance. Top of the frame may be notched for A-frame clearance. Minimum 3" ride height (exception is front cross member). No cutting or drilling holes in frame for weight reduction purposes.

2. ROLL CAGE- Maximum 4 inch wide by 4-inch-tall frame stiffener may be welded directly to the outside of the left OEM frame rail. Left side OEM frame rail may be notched for seat and foot clearance Must consist of continuous hoops, minimum 1.500-inch O.D. tubing, with a minimum wall thickness of .095 inch for the main cage. Frame mounted in at least 6 places, low carbon or mild steel recommended. Must consist of a configuration of front, rear, and top hoops connected by tubing on the sides or side hoops. Driver's head must not protrude outside the cage with the helmet on. Foot protection bar(s) required. Main cage no further forward than rear of engine. All bars forward of the cage must be lower than the hood.

3. BODY CONFIGURATION GUIDELINES

A 108"min I 61"min 66"max

B 28"min 38"max

C 34"min 48"max

D 106"min 120"max

E 72"max

F 22"min 31"max

G 42"min 54"max

H 12"min both sides 1"max both sides

J 44"min 52"max

K 41"min 56"max

L N/A

M Windshield must be sealed from engine compartment

N 8" min. / 90 degree Solid material

O 16"min 20"max

P 6.5" center to center

Q 3" minimum

R 19" max must be same both sides

S Min. 24" nose must be flat and flush with sides.

T 66" max

U 2" max clearance at rear of roof and 5" at top front.

V N/A

W N/A

X 2" max at rear of car

Y 4" max interior slope from front to rear

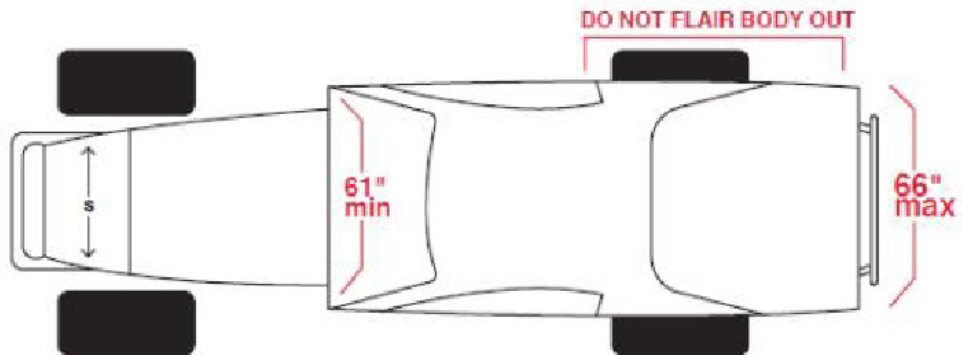
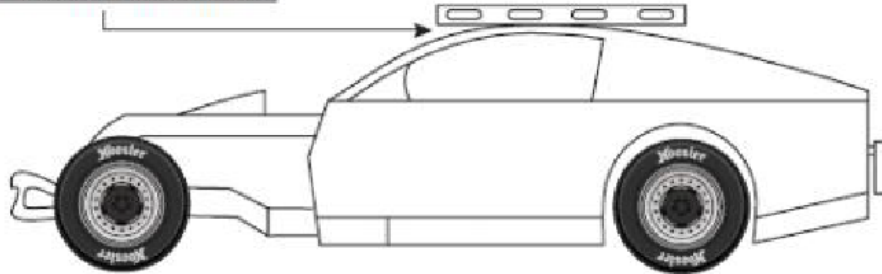
Z Must be same both sides

A-2 SPOILER: A clear see thru Lexan spoiler with NO lettering is required with a Maximum height of 5" tall x 66" width with spoiler not extending outside body; 43" max height from ground with driver; must not extend down the side or outside rear quarter panels, no wings, side skirts or wicker bills allowed. Rudders or forward mounted brackets will not be permitted. 2-week grace period for non-compliance.

A-3 BODY-GENERAL: NO PANNING UNDER THE SIDES OR REAR OF THE CAR, NO LOUVERS OR VENTS IN THE FENDERS, DOORS, OR QUARTER PANELS. NO FINS, VORTEX GENERATORS, VERTICAL LIPS, WICKER BILLS, OR WINGS, ANYWHERE ON THE BODY.

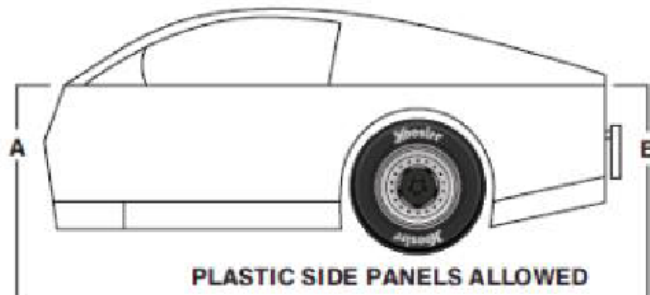
37. BODY CONFIGURATION GUIDELINES

ROOF RAKE: 5" MAX
HIGHEST POINT TO 2" BACK
OF FRONT WINDSHIELD.



THE BODY MAY NOT GO
PAST THE REAR BUMPER.
THE FRONT NOSE MAY GO
PAST THE BUMPER 3" MAX.

FRONT OF DOOR TO REAR OF
QUARTER PANEL 5" MAXIMUM
A TO B



Rear quarter panel cannot be over 2" different left to right in total height. No flat or concaved roofs. Sail panels must be the same on both sides of the body and in the same location. (Plus or minus 2")



Rear quarter panel cannot be over 2" different left to right.

A	108"min	I	61"min 66"max	Q	3" minimum	Y	4"max interior slope from front to rear
B	28"min 38"max	J	44"min 52"max	R	19"max must be same both sides	Z	Must be same both sides
C	34"min 48"max	K	41"min 56"max	S	Min. 24" nose must be flat and flush with sides.		
D	106"min 120"max	L	N/A	T	66"max		
E	72"max	M	Windshield must be sealed from engine compartment	U	2"max clearance at rear of roof and 5" at top front.		
F	22"min 31"max	N	8" min. / 90 degree Solid material	V	N/A		
G	42"min 54"max	O	16"min 20"max	W	N/A		
H	12"min both sides 1"max both sides	P	6.5"center to center	X	2"max at rear of car		

3a. APPEARANCE-Numbers: 18-inches on both sides, and roof, additional numbers approximately 6" high on upper right side corner of windshield & on upper left rear filler panel. Body may be any make or model with any style body. Stock appearing roof required. Cars must have a hood which covers the motor and radiator. Any flares must not be out past tires. No special wings or anything in front of front tires. Rear Filler Panel recommended. Rear of the car should not be painted solid black & should have color contrast other than solid black.

3b. TOW HOOKS-Tow hooks on front and rear are required and painted white.

3c. BUMPERS & NERF BARS-Steel bumpers required front and rear. Two (2) bar front bumper is mandatory. Maximum size is = 1-1/2" X .095" mounted to frame-end, no wider than width of material outside frame horns and with bottom loop parallel to ground. Top bar must be directly above the bottom bar, minimum 6.5 inches apart. One single bar rear bumper is required. Maximum size is = 1-3/4". Wrap around rounded rear bumpers is highly recommended. The required fuel cell protection bar (maximum size = 1-1/2" X .095") may be attached to the rear bumper. One single nerf bar between the front and rear wheels, on each side of the car are allowed. Maximum size = 1-1/2" X .095". They are to be attached to the cage at the front and rear sections of the nerf bar. No center supports are allowed on the nerf bars. All bumpers and nerf bars must be capped with no sharp edges and not extend out past the width of the sidewall of the tires.

3d. HOOD-Must completely cover the top of engine and radiator and must extend from the nose piece to the deck. Hood may be made of metal, aluminum, or fiberglass and must provide a seal to the top of the engine compartment and cannot cover the side of the engine more than 5". Hood scoops okay.

3e1. WINDSHIELD-Windshield recommended Minimum of 1/8 inch thick Lexan in front of driver. Two interior supports 1 inch wide and 1 inch deep (not plastic) recommended. Windshield must be able to deflect any debris or oil that might enter the driver's compartment from the front. If a bullet-style windshield is used, a center window bar is recommended. If no windshield is used a minimum of three (3) windshield bars 5/16" in diameter is required and must be mounted in front of the driver.

SPOILER- A clear see thru Lexan spoiler with NO lettering is required with a Maximum height of 5" tall x 66" width with spoiler not extending outside body; 43" max height from ground with driver; must not extend down the side or outside rear quarter panels, no wings, side skirts or

wicker bills allowed. Rudders or forward mounted brackets will not be permitted. 2-week grace period for non-compliance.

4. FIREWALL-Must be metal or aluminum with minimum sized holes for throttle, etc. Firewall must be sealed from the engine compartment.

4a. FLOOR-Must be metal or .125 aluminum. Must cover the entire driver's cockpit to the rear edge of the seat.

4b DRIVING COMPARTMENT - Cockpit must be completely sealed off from engine compartment and fuel cell. Roll bar padding required around driver; Recommended: Fire retardant padding. A securely mounted operational 2-½ pound minimum fire extinguisher with a gauge visible for inspection purposes is mandatory. Extinguisher must be mounted in a quick release bracket. Fire suppression systems are recommended. Driver-side window net required, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted to the roll cage so the latch is at the top front of the window. Clearly labeled push-pull or toggle type kill switch accessible from either side of the car is required. A gas pedal toe bar (kick-up) is highly recommended. No driver-adjustable devices allowed while the car is in competition except brake adjuster. No carbon fiber interior components will be allowed, likewise, no carbon fiber or titanium components allowed anywhere on the car.

5. WHEELBASE & TRACK WIDTH-Minimum Wheelbase 108" both sides no tolerance. Maximum track width (front or rear) shall not exceed 78" measured outside to outside of tire.

6. SUSPENSION-Stamped steel OEM replacement lower a-frames; rubber, nylon, or steel lower a-frame bushings; Heims; welded or bolted shock mounts on lower a-frames; Lower a-frames must be right and left, and of the same design. Lower a-frame mounts and bolt holes on the frame must be in OEM location. OEM type ball joints only. Sway bar must be OEM type, no splined bars; no rear sway bars (back of car)

7. SPINDLES-No Fabricated Spindles (OEM Type cast spindles) reconditioned cast OEM spindles allowed P/N#3448B LH and P/N#3449B RH.

8. WHEELBASE & TRACK WIDTH-Minimum Wheelbase 108" both sides no tolerance. Maximum track width (front or rear) shall not exceed 78" measured outside to outside of the tire.

9. SPRINGS-Only springs allowed are one steel, non-progressive coil spring and/or steel leaf spring per wheel. Coil Springs must be at least 4.5" inches in O.D. No Torsion bars or air bags. Leaf spring rule: Steel multi leaf springs allowed. Other suspension parts not allowed include floating leafs, half leafs, mono leafs, or top springs. Aluminum lowering blocks and adjustable rear shackles are allowed. Solid bar 3rd link only.

10. SHOCKS-One steel shock per wheel that is non-adjustable; unaltered, with a welded bearing on one end of shock minimum. No bulb-type, threaded body, coil over, air, or remote reservoir shocks. No Schrader valves or bladder type valves allowed. No external or internal bumpers or stops. Maximum 2.125 inch O.D. shock body. No shock covers allowed. All shocks must be completely collapsible and extendable at any time. **Race teams must demonstrate this to Slinger officials. No internal bump stops allowed.** No internal bump stops allowed. Max MSRP of any shock \$169.99

11. HUBS-Steel hub and rotor (2 piece allowed) No aluminum hubs. No Wide 5 Hubs allowed

12. STEERING-No rack & pinion allowed. Steering box with center link style required must be steel in the OEM location. (OEM aftermarket type center link allowed) Exceptions are

inner/outer tie rod ends may be replaced with heims and adjuster sleeves, steel or aluminum. No one piece steering shafts; must have minimum 2 swivel joints for safety. Quick release steering wheel hub required. Collapsible steering shaft recommended. No electric power steering units.

13. REAREND-Spool type differential only. Any 3 or 4 Link Steel Floater type or steel tube quick change rear end allowed. Minimum 10" ring & pinion quick change. No cambered or torsion type hubs or drive plates. All Links, trailing arms & top link must be solid link from heim to heim NO Springs, Biscuits or Rubber bushings allowed. No Lift Bars Allowed. No Birdcages or Senneker T-arm assemblies or bridge kits allowed. No open tube or cambered (1/2 degree tolerance) rear ends. No cambered or torsion type hubs or drive plates. One-piece straight spline drive plates only. Magnetic steel axles required. **No ratcheting or torque sensing rear ends allowed.** Steel coil-over eliminators, or steel or aluminum coil-over kits allowed on rear end only with 4.5" minimum spring, must conform to shock and spring rules. All drain plugs must be safety wired. **14.**

BRAKES/ROTORS-Four-wheel brakes required at all times. Single piston steel "GM" calipers only, Max MSRP \$117.99. Single or dual master cylinder after-market brake pedals are allowed. No floating or self-centering rotors. No ABS units, brake recirculation systems, or floating caliper brackets. Only one brake bias adjusting unit allowed. No "wheel fans" or blower motor devices allowed. Directional vane rotors allowed with a maximum MSRP \$123.

15. ENGINE- American make 8 cylinder small block engine allowed with max CID 410. Steel block. No machine works outside of the block. Wet sump oiling system only. (NO LS Series Engines Allowed)

15a. CRATE ENGINES-GM 602 CRATE ENGINE- (P/N #19258602) must be used as produced from factory; motor will be allowed one Holley 4 bbl 650 cfm carburetor #80541-1 (with no modifications) with no adapter plate or spacer. One .065 paper gasket allowed. Crate engines must run a stock style HEI distributor with coil in cap and a maximum timing of 34 degrees. MSD Soft Touch Rev Control Part #018- 8728 or 018-8727CT with a maximum 6200 rpm chip required. Box must be mounted out of reach of the driver. Maximum compression can never be greater than 9.2:1. All crate engines may not be altered from factory specs. Any evidence of tampering with engine components will result in disqualification, confiscation, fine, and suspension for balance of season. Slinger Speedway Tech staff reserves the right to impound motors for inspection or dyno testing. No refreshing, buy new instead. Some repairs may be allowed with prior Slinger Speedway management approval. No Ford or Chrysler crate engines allowed.

15b. IRON HEAD CONCEPT ENGINE- Two valves per cylinder. No aluminum blocks or heads. GM & Ford - 362 CID maximum, Chrysler - 373 CID maximum. All engines must meet the following specifications regardless of manufacturer: Stock or stock replacement cast iron heads with factory valve angles. GM Bowtie numbers 14011058, 10134392,(casting number 14011034 and 12480034), World Products Sportsman II numbers 011150, 011250 & Dart Iron Eagle numbers 10110010-10220010 allowed. Ford 351N and 352N heads, World Products Windsor Sr. 053040 allowed. Chrysler 5249769, 4529446, Casting numbers must be visible on all heads. Minimum combustion chamber 62cc, maximum 2.02-inch intake and 1.6-inch exhaust valves required. Flat top pistons required. A minimum of zero deck height required. 10.8 to one maximum compression ratio. Connecting rods must be magnetic steel. Rod journal minimum

diameter 1.900". Oil pan minimum depth 6.5". A 3/4" 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 the sump area (oil level). Hole in windage tray in line with inspection hole required. Valve spring retainers are the only titanium parts allowed. No radius edge lifters. Lifters must be able to rotate in their bores. No solid roller or mushroom cam/lifters. Maximum valve lift - .600" (measured at retainer). **Hydraulic roller cam/lifters allowed Maximum lift of .575" (measured at retainer).** OEM style rocker arm mounting required. Firing order may not be altered. Ignition systems may not be computerized, programmable or have memory circuits. No magnetos, crank trigger, multiple coil or programmable ignition systems allowed. Production type steel crankshaft with normal configuration counterweights. No dry sump or vacuum systems of any kind allowed. External single stage oil pump allowed on Ford engines. OEM type, mechanical fuel pump, in original location, required. Chrysler engines add 20 lbs. for CID over 362. Intake Manifold: Edelbrock Victor Jr. 2975 (GM), 2915, 2920. (Chrysler), 2921, 2980, 2981 (Ford). Plenum and port configuration must remain as produced. No adapters/ spacers between intake and heads.

15c. OPEN CONCEPT ENGINE-American make 8 cylinder small block engine allowed with a maximum cubic inch of 410 cid. No aluminum blocks. (NO LS Series Engines Allowed) No machine work to the outside of block (lightening). Wet sump oiling system only. No magnetos. Aluminum cylinder heads allowed with 25 lbs. bolted in front of the torque plate on each side of the engine; with a total weight package of **2700** lbs minimum. Roller cam allowed. Motor mounts cannot be removed or altered. Castings and fittings must not be changed.

15d. LS ENGINE-NO LS series engines allowed.

16. ENGINE COMPARTMENT-Rear of engine must be mounted at least 72 inches forward from centerline of rear axle. Engine offset must be kept within 2 inches of the centerline of the front cross member with engine level. Radiator must be mounted in front of the engine & radiator must be behind the front cross member. Cooling system may be modified. No anti-freeze allowed. Accumulators cannot be mounted between driver and left-side door.

17. RADIATOR/COOLING-Metal radiator mounted in front of engine radiator must be behind the front cross member. Fan protection and overflow tank located in the engine compartment required. Water pump must be stock type in stock location. Electric water pumps are not allowed. Antifreeze is not allowed. Oil and transmission fluid coolers are not allowed in the driver's compartment.

18. IGNITION SYSTEMS-All Engines must be equipped with a Distributor Type Ignition System, No crank fire ignitions. All cars must have an ignition switch clearly labeled. Ignition disconnect switch must be located within reach when standing outside the car (easily accessible to emergency personnel.) Vacuum advance may be removed and the pick-up coil locked. MSD, any brand, or GM electronic boxes are allowed. No magnetos. No electronic traction control devices of any type.

19a. CARBURETOR IRON HEAD & OPEN CONCEPT-**All Non-GM Crate Motors will use Holley 4412 style 2bb1 approved carburetor. The Holley Aluminum (Part#0-4412CT) 500 cfm carburetor is approved for this division.**The Holley Ultra HP Carburetor is not allowed. Holley 4412 Carburetor Rework Guidelines: Body of Carbs: No polishing, coating, grinding, or drilling of holes allowed. Gasket surfaces may be machined for improved sealing. The choke may be

removed, but all screw holes must be permanently sealed. Choke horn may not be removed. Boosters may not be changed including no additional holes. Height, size, and shape must remain standard and unaltered. Venturi area must not be altered. Casting ring must not be removed. Base plate must not be altered in shape or size. Butterflies: Must not be thinned or tapered. Screw ends may be cut even with shafts, but screw heads must remain standard. Throttle Shafts: Shafts must remain standard and must not be thinned or cut in any manner. Holley 4412 HP metering block is allowed but cannot have any additional fuel passages drilled and or plugged. Standard 4412 metering block may be drilled/plugged, but can only have a total of 3 fuel passages per side of block, must remain stock appearing for carb style, no aftermarket blocks permitted. Any attempt to pull outside air other than straight down through the venture is not permitted. Jets may be changed. No dial-a-jet devices. No addition of any material, such as epoxy, may be added to carb or parts except to seal vacated external screw holes. Epoxy allowed on boosters of 4412-2 bbl. at the main body only. (No fuel injection)

19b. CARBURETOR 602 CRATE-Holley 4 bbl 650 cfm carburetor #80541-1(with no modifications) with no adapter plate or spacer. One .065 paper gasket allowed. Double return springs required. (No fuel injection)

20a. CARB ADAPTER- 1-5/8" max thick w/gaskets. Original orientation required, adaptor may protrude into the plenum of Intake Manifold by a Maximum of 1/4". Adaptors are one piece only. Tapered or Beveled Adapters Allowed. (THIS DOES NOT APPLY TO 602 CRATE ENGINE PACKAGES)

20b. AIR FILTER-All air must enter the engine through top of carburetor ONLY; Air filter maximum size 14-inches outside diameter by 4-inches high. No flow enhancers or cold air induction permitted. K&N filters permitted. Air filter is mandatory to act as a flame arrestor.

22. TRANSMISSION-Must have at least two forward gears and one reverse, plus a neutral position. With the engine running and the car in still position, it must be able to engage the car in gear and move forward, then backward. OEM production type transmissions approved. Aftermarket transmissions (Bert, Brinn, Falcon) allowed. (2-speed, 3-speed, 4-speed and automatic). No 5-speed or more transmissions, No 'in and 'out boxes allowed. Standard clutch type transmissions must have a blow proof bell housing (steel or aluminum). Automatic transmissions must have an approved scatter shield.

23. DRIVESHAFT-Steel Only; 2" minimum diameter. No energy absorbing or carbon fiber drive-shafts allowed. No chromoly steel allowed. Drive shaft must be painted white. Safety hoop required on front half of drive shaft. Driver must be protected from the drive shaft.

24. CLUTCH-Performance grade stock or racing clutch permitted. Minimum diameter 5½". No carbon fiber clutches allowed. A scatter shield or safety bell housing is required when a stock clutch is used. Inspection hole required in bellhousing.

25. FUEL-Gasoline only (Racing Fuel Allowed) No E-85 or oxygenated or other performance enhancers. No alcohol or nitrous.

26. FUEL PUMP-Fuel Pump Stock type mechanical drive (belt drive ok) NO electric fuel pumps.

27. FUEL CELL-Slinger Speedway approved racing fuel cell of any capacity **not exceeding 15 gallons**. A (1/8") 11-gauge steel fuel cell can or fuel cell protector plates are required. If 1/8" thick steel protector plates are used; plates must cover the sides and rear of the fuel cell. Fuel cell

can of 1/8" thick steel shall have a one-inch lip and front, bottom and rear will be one piece. The top of the can will use an 18 or 20 gauge steel top and the cell must be banded both ways with two steel (1" x 1/8") straps in each direction. Fuel cell must have a plastic or rubber style bladder, foam baffle and rollover valve **Fuel cell safety flap required**. Fuel cell must be mounted with 1" square tubing behind the rear axle, between frame rails and must be totally enclosed from the driver compartment. Fuel cell must have a rear protection bar and must extend below the fuel cell and be braced back to the main frame with a minimum of 1 1/2" X .095" tubing. Bottom of the fuel cell must be at least 10 inches from the ground. Fuel filler must be accessed through deck lid; filler spout may be extended, but not connected to bodywork. Aeroquip or equivalent gas line required; routing must be outside of cockpit and protected from damage. **An in-line fuel safety shut off valve (SRI #FPF-FSV or OBERG #SV0828) at the point the fuel line exits the cell and before fuel filter is required.** The use of U style cells has been prohibited.

28. EXHAUST-Headers or cast-iron manifolds allowed on all engines (No Tri-Y Headers or stainless steel headers allowed.) Mufflers required and 95 decibels Max at 100 feet. Any car not meeting the 95 decibel rating will add 25#'s for the night, & must remedy the issue before next visit.

29. BATTERY-12-volt systems max. Batteries must be securely mounted ahead of the rear axle, away from fuel cell and lines. All batteries in the drivers compartment must be in an approved sealed battery box. Battery disconnect switch highly recommended & must be located in the center of the driver compartment accessible to the safety team from the passenger side window.

30. WEIGHT RULE / ENGINE PACKAGE – Maximum Left Side Weight 58% All weights include driver in driver's position and steering wheel on. All weights are minimums without any fuel allowance. No moving weight, liquid or solid or weight moving devices allowed. No tungsten, lead shot, ball bearing type ballast, all ballast must be painted white and lettered with car number. Any car running sanctioned dirt races previously this current season is exempt from the left side weight percentage rules. Any questions as to eligibility for that exemption should be directed to Slinger Speedway track officials.

2550 lbs GM 602 Crate #19258602 Holley 650cfm 4bbl 4150 HP carburetor, part number 80541 6200 RPM Chip 58% Left Max

2650 lbs Iron Head Concept Engine Holley-4412 500 cfm 2bbl 7200 RPM Chip 58% Left Max

2700 lbs Open Concept Engine Holley-4412 500 cfm 2bbl 7200 RPM Chip 58% Left Max

WEIGHT	ENGINE	CARBURETOR	RPM LIMIT	LEFT SIDE %
2550	APPROVED GM SEALED 602	HOLLEY 650 CFM	6200	58%
2650	IRON HEAD CONCEPT ENGINE	HOLLEY 4412	7200	58%
2700	OPEN CONCEPT ENGINE	HOLLEY 4412	7200	58%

Weight adjustments: Solid rear axles min dia. 1.1250 deduct 25lbs

Wegner certified 602 crate deduct 25 lbs

Non-stock front clip(fabricated style) add 25 lbs to front crossmember

For each feature win 10 lbs of weight will be added to their base weight. Driver will carry the extra weight for the remaining regular season point's nights, Feature winners' weight applied at the next race event they are competing in.

31a. WHEELS-Aftermarket made for racing, 15"x 8" inch maximum. Minimum Wheel Weight

14 lbs. Steel Wheels only permitted. No tire pressure reliefs or bleeders of any kind allowed.

31b. Wheel Studs and Spacers-A minimum of five (5) lug nuts per wheel, minimum 0.625-inch (5/8") Solid steel nuts, showing a minimum of two (2) threads through the nut, must extend through the lug nut when clamping the wheel to the hub.

32. TIRES: Approved tire: Hoosier D800 only.

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.

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

33. SEATS Approved aluminum driver's seat required. Seat must be fastened to the frame/roll cage and located to give adequate distance from the driver's arm to door bars. Shoulder supports on the right and left sides of the seat and head support on right are required. Full containment seats recommended. (No Carbon Fiber) Seat may not protrude outside 4 point upright or top cage halo.

34a. RESTRAINT SYSTEMS/SEAT BELTS - Belts must be dated within 3 years of event date or newer or as marked for expiration by the manufacturer. A minimum five-point harness system is mandatory. Competitors using any SFI approved Head and Neck restraint system may use a standard three-inch (3") or the recommended SFI approved racing two inch (2") wide shoulder straps. Shoulder harness belts shall be mounted in accordance with the manufacturer's installation instructions. Belts must be anchored to roll cage or frame. Grade "5" bolts 1/2" min diameter required. Shoulder harness must not be anchored lower than 2-inches below driver's shoulder height. 6-point belts (double crotch strap) are recommended.

34b. DRIVER'S SAFETY EQUIPMENT - Complete SFI- approved fire-retardant driving suit and gloves required. Eye protection and a Snell SA-2015, SA2020 or newer helmet required. Snell "M" or D.O.T helmets not allowed. Head and Neck restraints (HANS Type), fireproof shoes, are recommended. Slinger Speedway officials will monitor items related to safety, but

ultimately it is the responsibility of the driver to monitor, maintain, and update his safety equipment

35. TRANSPONDERS/RADIOS/ELECTRONICS: Transponder location: must be mounted 72" from most forward point of the center of the rear end housing, on the rear of the engine torque plate. Transponders must be registered with Slinger Speedway officials and be installed at all times car is on the track. Raceceivers are mandatory for Race Director Communications. The frequency is channel #1565. Must be worn by the driver or team spotter. Radio frequency must be registered with Slinger Speedway. Two way-radios are allowed with a spotter in the designated spotter area during all racing events, with a label of car number and/or name on back of shirt or head set.

36. CAMERA-Maximum of two cameras permitted. Cameras may not be used for data logging of any gauges, or driver's cockpit functions.

37. ELECTRONICS- No Data Logging gauges or Data recording/acquisition equipment, computer or video analysis equipment of any kind. Traction control devices of any kind are not allowed.

38. CHAMPIONSHIP POINTS & MONEY- Championship points will be awarded per your finishing position. If a driver is disqualified, drivers behind them do advance.

39. LOCAL TRACK VISITING EXCEPTION: Cars from other tracks or sanctioning bodies that have similar but differing rules, and/or similar performance, may be allowed to participate during the 2021 season in the interest of welcoming competition. These cars will be granted temporary eligibility status for a time to be determined by Slinger Speedway officials.

40a. TECH INSPECTION: 1. All cars are subject to inspection ANYTIME before, during, or after a race; Officials reserve the option to impound parts or components for further inspection and examination.

40b.ILLEGAL EQUIPMENT Super chargers; turbo charger; nitrous or other injection systems; pressure or electric fuel systems; aluminum blocks; dry-sump systems; floating brakes; Aftermarket brake recirculators; or external oil pumps; multi-coil or crank fired ignition; on board data gathering or timing devices, ABS units, or traction control devices of any kind are not allowed. No titanium, magnesium, carbon fiber or tungsten products. No digital gauges (including tach) no electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach. All wiring must be visible for inspection. All illegal parts are subject to impound.

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 on drivers.

Slinger Speedway has the right to refuse entry.

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

All 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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