



2024 Figure 8 Rules

Slinger Speedway

Figure 8 2024 Rules *Updated January 31, 2024*

The Guidelines and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These guidelines shall govern the condition of events and participation therein. They are intended as a guide for the conduct of events and are in no way a guarantee against injury or death to a participant, spectator, or official. The Director of competition, or his authorized designate, shall be empowered to permit minor deviation from any of the guidelines and or regulations herein, or impose any further restriction, which, in his or her opinion, does not alter the purpose of the organization. Deviation of these guidelines and or regulations will be the responsibility of officials, whose decisions are final.

Management may change any rule at any time in an effort to reduce the cost of racing, maintain equal competition, or improve safety.

2024 Slinger Speedway Figure 8 Rules

INDEX:

1. Safety Equipment
 2. Body
 3. Chassis
4. Roll Cage Construction
 5. Rear End
 6. Tires
 7. Wheels
 8. Weight
 9. Battery
 10. Engines
11. Fuel Cell/Fuel/Fuel Pump
 12. RACEceivers
 13. Cameras
 14. Team Driving
15. Local Track Visiting Exception
 16. Tech Inspection
 17. Protest Fees
 18. Procedures
 19. Miscellaneous

2024 Slinger Speedway Figure 8 Rules

1. SAFETY EQUIPMENT

1A. SEAT BELTS AND HELMETS: Approved 2" or 3" racing seat belt, crotch belt and double shoulder harness is mandatory. Safety belts and window nets must have manufacturer date tag and cannot be more than three (3) years old. All restraints must be mounted in accordance with the manufacturer's mounting instruction and meet the approval of Slinger officials.

Snell SA-2010, SA2015 or SA2020 safety helmet, headrest is mandatory. Head and neck restraint system highly recommended. Fire resistant driver suits and fire-retardant gloves are mandatory. Suits and gloves must be approved. Aluminum racing seats are mandatory. Slinger approved drivers area padding required. Center of steering of the wheel must be padded.

Window nets are mandatory. Large mesh (12" minimum length). Window net will fall down and will snap with seat belt snap or approved release at top front corner of the window net. Safety belts and window nets must have manufacturer date tag and cannot be more than three (3) years old. No radios or listening devices of any kind. Raceciever tuned to channel 1565 required.

2. BODY

2A. NUMBERS: Numbers at least 18-inches high required on both sides and on the roof. Roof numbers to be readable from the left side of car. Six inch high numbers in top right corner of windshield also required.

3. CHASSIS

3A. Passenger cars and approved full size pickup trucks allowed. If running a uni-body car, you must connect the front and rear stubs with rectangular steel tubing. 108" minimum wheelbase. No weight placement allowed. Stock stub, stock lowers in stock position, tubular uppers allowed. Any "THEMED" type race cars must be pre-approved by Slinger Speedway officials. No Modified type, or fabricated tubular, square, round or rectangular chassis allowed unless prior approval by Slinger Speedway tech inspectors. Chassis must be a stock frame, unless previously run at Slinger Speedway as a Figure 8 and approved by Slinger Speedway officials.

3B. Tow hooks on front and rear required.

4. ROLL CAGE CONSTRUCTION

4A. Must be full FOUR POINT in design, welded and gusseted at all joints, with the four main roll cage bar points double gusseted. Must be made of a minimum of 1-3/4"OD thick wall pipe, .095" wall minimum. All bars near the driver must be padded. No bolt-together cages. There must be one horizontal bar above the steering column across the dash. Cage must be X-ed or horizontally barred behind the driver. Approved roll cage of four-post design. There must be a minimum of four bars in the driver's door and a minimum **of four bars** in the right door. ALL door bars must be gusseted and plated. It is mandatory that you install a 1/8" or thicker plate between the driver's door panel and door bars. No tailpipe for construction of any part of the roll cage. Should have a horizontal bar close to the floor between front and rear uprights. Doors must be fastened securely. No more than one 2-5/8"OD maximum, black pipe front bumper, must be rounded on ends and no more than two braces running to frame from pipe. Front push bar of maximum 1-3/4" pipe, cannot be wider than outside of front frame horns and cannot be supported back to frame. **NO FORWARD BRACING.** No bracing at all to roll cage from radiator support. Maximum 1" pipe or 1-1/2" angle to be used in substitute for radiator support. No vertical uprights or nerf bars allowed. No steel angle iron, etc. of any kind, outside of the body. External bars permitted, all ends must be rounded and capped.

2024 Slinger Speedway Figure 8 Rules

5. REAR END

5A. DIFFERENTIALS: No quick changes. Lock rear ends are allowed.

6. TIRES

6A. TIRES: Passenger car tires must be DOT approved. Maximum 8" thread width. American Racer 870, Hoosier F53, F75 or D800 tires allowed.

7. WHEELS

7A. All wheels must be Track official approved. A fully formed single center or double center racing wheels. 8" maximum steel wheel. **5/8" studs** and 1" nuts are required on all four wheels. **Stock rotor/hub with steel support plate of 7 inches diameter with a 3/16-inch minimum thickness on all stock brake hubs. No wheel spacers allowed.**

8. WEIGHT

8A. All cars must be a minimum weight of 2900 lbs -Any weight (ballast) added to the car must be secured by no less than two 1/2-inch bolts. -The maximum spacing between bolts is 10 inches. -No weights may be added outside the body. -The front weight must be angled at 45 degrees. -Added weights must be painted a bright color and have car number on weight

9. BATTERY

9A. Battery must be securely mounted and covered inside the car or under hood.

10. ENGINES

10A. Holley 4412, 2 bbl. carb. Only. No other Holley carbs. No Ultra HP Carbs. No double pump carbs. Cast iron, or aluminum intake manifolds. Cast iron exhaust manifolds or economy headers only. **406 CI max no big blocks. Compression rule 175lbs.** Engines using aluminum heads must add 50 lbs in front of the rear of the engine block.

10B. Air cleaner shroud made of metal is mandatory in case of fire.

10C. Baffled tri-flow or approved racing mufflers required. Any car not meeting 85 decibels will NOT race.

10D. Exhaust must exit behind the driver and under the car. Engine setback for Chevrolet not to exceed 33 1/2" measured from top steering box mounting bolt to the rear of the engine block. Other models must consult with tech officials for their specific location.

10E. \$1000.00 engine claim rule. Claim must be made in accordance with claim procedure as specified in section 3 of the rule book. Engine claim DOES NOT include flywheel, clutch, pressure plate, bell housing, exhaust manifolds, carburetor, starter, motor mounts, sending units and switches for gages, carburetor adapter, fan, pulleys, clutch ball and arm, throw out bearing, dipstick, water pump, fuel pump, distributor and plug wires.

11. FUEL CELL/ FUEL PUMP/ FUEL

11A. Fuel cells are Mandatory. Fuel cell height minimum of 12". Fuel cell must be banded both ways with two 1" wide straps each way. Fuel cell must be securely mounted in the trunk. Must be in the center of frame rails and centered between the rear end and the bumper. Gasoline pump fuel only!

Fuel must meet the specific gravity of said manufacture. A firewall must be made between the driver and the fuel cell. No fuel lines or oil coolers allowed in the driver's compartment.

2024 Slinger Speedway Figure 8 Rules

12. RACEceivers: Raceceivers are mandatory for Race Director Communications frequency is 454.000

13. CAMERAS: Only one camera per car allowed. EIRI "except in rare instances" example
Track/tech approved for media use.

14. TEAM DRIVING: Not Allowed.

15. LOCAL TRACK VISITING EXCEPTION: Cars from local neighboring tracks/series that have similar but differing rules, and/or similar performance, may be allowed to participate during the season in the interest of welcoming competition. These cars may be granted temporary eligibility status for one week at the discretion of officials on a case-by-case basis for eligibility and rule book conformity.

16. TECH INSPECTION

All cars are subject to inspection ANYTIME before, during, or after a race; Officials reserve the right to disqualify cars, require changes, or impound illegal parts. Any interference with any official(s) and his/her duties will result in an automatic disqualification, and/or possible suspension. Any driver/owner refusing to allow the track officials to inspect his car will lose points and money earned for the night. Driver must provide their own tools for inspection.

17. PROTEST FEES

Protest/tear down fee for any item will be \$50.00.

18. PROCEDURES

18A. At the X, all racers must yield (give right away) to cars coming from the right. This is to prevent a hit to the driver's door. If a hit to the driver's door does occur, a FIVE (5) WEEK, OR LONGER AT OFFICIALS DISCRETION, SUSPENSION will be imposed

18B. Cars that communicate they are traveling from another track and competing will receive tow money of \$50.00 plus their winnings.

2024 Slinger Speedway Figure 8 Rules

19. MISCELLANEOUS OFFICIALS/PROVISIONAL/POWAR/CONTACTS

SLINGER OFFICIALS have FULL AND FINAL decision on all races. ALL rules are subject to change by track officials or promoter. If a car/driver is disqualified, the remaining cars will be moved up in finishing positions. Track Officials will review all decisions and reserves the right to amend the finish in the event of an error. All cars are subject to inspection by track officials at any time whether safe or unsafe to complete. Promoter will make final decision whether legal or illegal. If a car fails post qualifying inspection, the car will start in the back of the slowest race.

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

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

POWAR LEVEL SUSPENSION: 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.
280 Cedar Creek Rd - Slinger, WI 53086

Track Office: 262-644-5921
Todd Thelen, Owner/Promoter: Slingerspeedway1@aol.com
Scott Hoelt, Director of Competition: hoelt_racing@yahoo.com
Tech Director, Jason Shultz: jasonshultz13@icloud.com,
Late Model Tech, Derek Rehm rehm70@gmail.com
www.slingersuperspeedway.com