



Slinger Super Beez Rules release date: February 1, 2024

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Index

- 1. Safety Equipment**
- 2. Car Eligibility**
- 3. Chassis/Interior**
- 4. Roll Cage**
- 5. Suspension**
- 6. Tread Width**
- 7. Spindles & Hubs**
- 8. Steering**
- 9. Ride Height**
- 10. Fuel Tank**
- 11. Fuel Pump**
- 12. Weight**
- 13. Brakes**
- 14. Radiator/Fan**
- 15. Rearend**
- 16. Transmission**
- 17. Clutch & Flywheel**
- 18. Starter**

19. Ignition System
20. Battery
21. Air Intake/ Filter
22. Carburetors
23. Fuel Injection
24. Exhaust Systems
25. Engine
26. Engine Location
27. Engine Specs
28. Tires
29. Wheels
30. Body & Appearance
31. Tow Hooks
32. Transponder/Radios/Electronics/Misc
33. Local Track Visiting Exception
34. Tech Inspection
35. Tear Down Claim
36. Dynamometer Test

General: These rules and regulations are designed to govern driver and crew member conduct during SSS racing events. By participating in these events, all drivers are required to comply with these rules. While SSS makes no claim of guaranteed safety, these rules are enforced as a guide for the conduct of the sport. SSS is in the entertainment business. Drivers, Owners, Crew and SSS Staff cooperate to provide this exciting level of entertainment. All rules, race scheduling and structure, are designed and implemented to support a balance between competition and entertainment value. Drivers and crew are required to conduct themselves as professionals at all times. SSS may change any rule at any time in an effort to reduce the cost of racing, maintain equal competition, or improve safety.

ALL EQUIPMENT IS SUBJECT TO THE APPROVAL OF SSS OFFICIALS. NO EQUIPMENT WILL BE CONSIDERED AS HAVING BEEN APPROVED BY REASON OF HAVING PASSED THRU INSPECTION UNNOTICED. EFFORTS TO TAKE ADVANTAGE OF "LOOPHOLES" IN THESE RULES WILL NOT BE TOLERATED. ALL RACE CARS WILL BE SUBJECT TO INSPECTION BY TRACK OFFICIALS AT ANYTIME

When in doubt, reach out to track staff for clarification on any rules questions.

2024 Super Bee Specifications

1. SAFETY EQUIPMENT

1A. 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 right and left sides of seat are highly recommended. Head support on right side is

required. Head support on left side is recommended. Leg supports are recommended. Full containment seats recommended. (No Carbon Fiber) Seat may not protrude outside 4 point upright or top cage halo.

1B. SAFETY BELTS -

Belts must be dated within 3 years of event date or newer. SFI approved minimum 3-inch wide lap belt, 2-inch wide with Hans or 3" shoulder harness and submarine (crotch) strap required. Competitors using the Hans device may use a standard three-inch (3") or the Schroth racing or equivalent two inch (2") wide shoulder strap. Schroth Racing shoulder strap system has been specifically designed for the use with the HANS device. Belts must be anchored to roll cage or frame. Minimum Grade "5" 1/2-inch bolts and hardware required. Shoulder harness must not be anchored lower than 2- inches below driver's shoulder height. 6-point belts (double crotch strap) are recommended.

1C. 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 2-1/2 pound minimum fire extinguisher with gauge visible for inspection purpose 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 roll cage so latch is at top front of window. Lower window net mounting must be of a secure approved manner. Clearly labeled push-pull or toggle type kill switch accessible from either side of car is required. A gas pedal toe bar (kick-up) is highly recommended. No driver-adjustable devices allowed while car is in competition. No carbon fiber interior components will be allowed, likewise, no carbon fiber or titanium components allowed anywhere on car.

1D. DRIVER'S ATTIRE - Complete SFI- approved fire-retardant driving suit and gloves required. Eye protection and a **Snell SA-2015** helmet or newer required. Snell "M" or D.O.T helmets not allowed. Head and Neck restraints (HANS Type), fireproof shoes, are recommended. SSS officials will monitor items related to safety, but ultimately it is the responsibility of the driver to monitor, maintain, and update his safety equipment.

2. CAR ELIGIBILITY

Four cylinder, front or rear wheel drive compact cars only with model year 10 years old and older, and a wheelbase of 92" to 107". Wheelbase must be within 1/2-inch of stock. No full-size cars allowed; No SUVs, crossovers, or vans permitted. No convertibles allowed. No all-wheel drive allowed. No all wheel steering allowed. No rear engine allowed. No mid-engine allowed. All doors must be welded, chained, or bolted shut. Hood and trunk must be secured with two or more hood pins. Hood inner supports may be removed. All glass (head, tail, and marker lights) except windshield must be removed. You may replace the windshield with Lexan. Lexan windshields require approved bracing; 2 braces minimum are required. Plastic, trim, and items that could break, burn, or fall off, must be removed in and outside the car. Skirts, hood scoops front air dam and a 5" max height rear spoiler blade may be installed. You may relocate the battery. If in driver's compartment, must be covered with a marine case or similar; battery must

have steel to steel tie downs. Anything that can be unbolted (hinges, brackets, etc.) may be removed. Aftermarket nose pieces are allowed "Rub rails" allowed between front and rear wheel wells. Ends must be chamfered and capped (no sharp edges).

3. CHASSIS/INTERIOR

Complete bumper-to-bumper steel unit-body must be retained. Full width original firewall and floor-pan required. Rear firewall must be added to isolate from fuel cell. Stress points may be reinforced from the strut tower forward. The inner front framework in front of the spring pockets/strut towers may be cut out and replaced with tubing and from rear axle back can be cut out and replaced with tubing.

4. ROLL CAGE

All cars must have a well-constructed, properly welded and gusseted 6-point full width roll cage made of 1 $\frac{3}{4}$ " .090 wall tubing or equivalent. Main roll hoop must be behind driver and be reinforced with a full x- bar configuration. Roll cage must be properly anchored to rocker box or floor with sandwich plates under each up-right. Cage must be reinforced from left to right with bars under the dash, along floorboards, and behind driver in main roll hoop. At least two bars must extend from main roll cage rearward to frame kick- up or beyond. A minimum of four equally spaced horizontal bars required in driver's door, three in passenger side door. Door bars must be connected with a minimum of two equally spaced vertical studs. Two angular bars must connect bottom door bar to rocker box. All welds in cage and door structure must be gusseted. Left side door bar deflector plates of min. 1/8" steel required. Driver's foot protection required.

5. SUSPENSION-RWD

Steel springs that are stock appearing may be used; however, they must fit in stock mounts and location. One spring per wheel assembly. Wedge bolts are allowed. Spring buckets may not protrude through stock floor pan. Suspension parts must remain stock provided for that make and model on both sides of vehicle, except upper A-frames or strut mounts may be altered from stock to adjust camber and caster but not to exceed 6 degrees positive or negative with driver out of car, non- adjustable rear control arms with stock dimensions and stock dimension bushings allowed. Fabricated rear lower control arms of stock length, in stock locations with heim joints allowed but must be approved for safety and use. Hood may not be altered in any way due to alteration of upper strut mounts. No altering to lower A-frames and strut mounts. A-frames must be equal length right to left side. No sectioning, channeling, altering, plating or chopping allowed. No ball joint spacers. bushings must be made of pliable material. No monoballs allowed. Strut or shock price must not exceed \$150 MSRP, available at all normal retail outlets. Any non- adjustable type shock that fits in stock mounts in stock position allowed. No coil over shocks. On non- strut cars, front upper shock mount may be raised. The extended mount may not exceed 3 inches in height and must remain "on center" and "in line" with original mounts. On leaf spring assemblies, lowering blocks are acceptable provided they do not alter or replace stock mountings. Single piece stock appearing sway bars only. May be adjustable; one bar per car. Any non-approved suspension modifications as per listed above rules, will require

changes to an approved design and or weight penalties added to minimum spec weight, determined by SSS tech officials.

5a SUSPENSION-FWD

FWD-Any stock appearing steel spring that fits in original mounts in original position allowed. One steel non-adjustable, non-rebuildable, shock/strut in stock location per wheel. Strut or shock price must not exceed \$150 MSRP, available at all normal retail outlets. Spring adjusters allowed, adjustable spring spacers where shock mounts through spring, screw type where shock mounts outside spring. Coil-over threaded collars allowed on strut type suspensions. Adjustable leaf shackles allowed. Spring buckets may protrude through floor pan. Suspension parts including trailing links must remain of stock type for that make and model and year chassis. Upper A-frames and strut mounts may be altered for camber. Lower A-frames and strut rods must remain stock. One stock front and rear stabilizer bar allowed. Out of cockpit stabilizer adjusters allowed. Stock trailing links required. Home built rear lower control arms of stock length, in the stock location with heim joints allowed. Any non-approved suspension modifications as per listed above rules, will require changes to an approved design and or weight penalties added to minimum spec weight, determined by SSS tech officials.

6. TREAD WIDTH

Maximum track width is 75" as measured to the outside of the tires with toe-plates (1/8" tolerance allowed)

7. SPINDLES & HUBS

Stock, unaltered spindles and hubs required.

8. STEERING

Stock, manual or power units only. No aftermarket components. Fabricated steering column must use 2 U-joints. Quick release removable steering wheel allowed and is highly recommended. Collapsible steering column recommended.

9. RIDE HEIGHT

Minimum ground clearance 4" (with driver) for all mechanical parts and hardware. nose 3"

10. FUEL TANK

Stock fuel tank located in front of rear wheels can be left there but must be secured with two extra metal straps. All other fuel tanks or fuel cells must be mounted in the trunk area between the rear wheels as far forward as possible & mounted on top of floor pan and protected from rear collision, including protection bars and/or protection plates. Tanks must be fastened with steel straps, bolts, and oversized washers. A complete steel firewall must be between the tank and the driver's compartment. If car came as a hatchback style, and fuel cell is in rear trunk area, a firewall will have to be built into car. Fuel cells are highly recommended with a max capacity of 8 gallons contained in a 22-gauge (minimum) fuel cell container. Fuel cell height can have no adjustment and a minimum of 10" ground clearance is required at all times. Fuel cell

must be filled by opening rear deck lid. Gasoline only; no additives allowed. No E-85 fuels or alcohol allowed.

11. FUEL PUMP

Mechanical or electrical fuel pumps. Electrical pumps must be wired through oil pressure switch on the positive side or through the fuel injection control unit. Fuel pump must shut off when engine is not running with key on. Supply hose from cell to pump must be steel braided with AN type fittings.

12. WEIGHT

12A. FWD -Minimum weight for all FWD cars will be 2350 lbs. With **56% max left side and 57% min front weight.**

12B. RWD- Minimum weight for all RWD cars will be 2300 lbs. With **58% max left side and 49% min front weight.**

1. All weights include driver & are post-race minimums with No fuel allowance.
2. All weights: must be securely bolted to frame or cage, and be painted white, and have car number on it.

Car Type	Base Weight	Weight Percentage
All FWD Cars except below	2350	58% 56% Left Max / 57% Front Min / max of 62%
All RWD Cars	2300	58% Left Max / 49% Front Min
Composite Body	+ 25LBS	56% Left Max
Honda k Series 20	2500	56% Left Max / 57% Front Min
K Series 24	2650	56% Left Max / 57% Front Min
Ford 2.5	2350	56% Left Max / 57% Front Min

Additional weight may be added to any car at any time by the SSS officials to ensure competitive balance within this class. If you plan to be fast or think you will be fast, be prepared this means bring weight and bolts. Weights may be added or deducted at the discretion of the tech staff to ensure a competitive balance is maintained.

13. BRAKES

13A. RWD- Four-wheel brakes required at all times. Stock appearing drilled and slotted rotors are allowed. Rear brakes can be drum style or stock appearing disc brakes. Single master cylinder in stock location only. Mounting of pedals may be adjusted subject to approval. One hydraulic; proportioning valve rear brake adjuster allowed; must be located outside driver's compartment. No Wheel Fans or blowers allowed.

13B. FWD- Four-wheel brakes required at all times Stock appearing drilled and slotted rotors are allowed. Stock rear disk brakes allowed. Single master cylinder and pedals must remain in stock location. One hydraulic; proportioning valve rear brake adjuster allowed; must be located outside driver's compartment. OEM anti-lock brakes (ABS) allowed No Wheel Fans or blowers allowed.

14. RADIATOR/FAN

14A. One radiator mounted in the stock location will be permitted. Aluminum radiators are allowed. The only bracing allowed in front of the radiator is front loop. All cars will be required to have the overflow of the radiator discharge into a catch can of no less than 1-quart size. No antifreeze permitted. Stock fans or one electric fan will be permitted on the backside of the radiator only. Fan shroud above fan mandatory, if running a mechanical fan.

15. REAREND-RWD

Locked, Limited slip, or Posi-Traction rear ends allowed. Rear end must be centered on rear springs as factory. No Carbon Fiber driveshafts allowed. Drive shaft is to be painted white and have a catch loop just behind the front u joint.

16. TRANSMISSION-RWD/FWD

OEM stock transmission; straight stick or automatic transmissions. Automatic transmissions must run torque converter, no gutting of torque converter. Car must be able to go forward and reverse from a complete stop. No removing gears from standard transmissions.

17. CLUTCH & FLYWHEEL

Clutch required. OEM manual transmission with all gears, including reverse, required. Two 1 ½" inspection holes, on opposite sides of bell housing, required for clutch inspection. Stock mounted operating starter required. **HALF SHAFT**-Heavy duty replacement parts allowed. Safety scatter shields or plated gas pedal area highly recommended.

18. STARTER

OEM production type starters only and must be in stock location.

19. IGNITION SYSTEM

OEM ignition components or OEM style replacements only. All electrical switches must be operable and must be located within reach of the driver. A master ignition switch clearly labeled on-off, that is both accessible to driver and safety crew, must be centrally located inside the car. The on- off switch must be wired to the battery cable in a manner that would cut power off to all electrical power to the vehicle. No on- board computer or other recording devices. No traction control devices. No lap timing devices or speed sensing devices are permitted. **COMPUTER**-All engine management controls, wiring and data port must be operating. Computer must be relocated (within wiring limits) for easy access. Reprogramming allowed.

20. BATTERY

Only one standard automotive battery, not to exceed 12 volts, will be permitted, No lightweight batteries. Batteries must be securely mounted away from fuel container and lines. You may relocate the battery. If in driver's compartment, must be covered with a marine case or similar; battery must have steel to steel tie downs. Battery box cannot extend below frame.

21. AIR INTAKE/AIR FILTER

No cowl induction systems or funneling of air. All air shall be inlet through the air filter only. Absolutely no ducts or baffles permitted on or leading to the air cleaner or element. Fresh air openings of any type will not be permitted in the hood or cowl area.

22. CARBURETORS

1 Single carburetor only, any intake allowed. The Holley Ultra HP Carburetor is not allowed. The approved carburetors are the two-barrel 350 CFM (Holley 7448 only) or stock unaltered 500 CFM Stock Holley 4412 2 bbl. No alterations except removal of choke "Butterfly" allowed. Double return springs required. Carburetor Rework Guidelines: No polishing, grinding, or drilling of holes allowed in body of carbs. 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. Height, size, and shape must remain standard and unaltered. Venturi area must not be altered in any manner. Casting ring must not be removed. Base plate must not be altered in shape or size. Stock butterflies must not be thinned or tapered. Idle holes may be drilled in butterflies. Screw ends may be cut even with shafts, but screw heads must remain standard. Throttle shafts must remain standard and must not be thinned or cut in any manner. Any attempt to pull outside air other than straight down through the venturi is not permitted. Accelerator pump discharge nozzle may not be changed. Jets may be changed; however, jets must be same type as supplied by carburetor manufacturer; 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. Carburetor must be mounted "straight ahead."

22A. CARB ADAPTER & GASKETS-

Spacer must be centered on intake manifold. No taper, bevels or any modifications will be permitted. A one-piece two-hole paper gasket maximum 0.065-inch thickness that matches the exterior dimensions of the carburetor throttle plate must be installed between the carburetor and spacer. A one-piece paper gasket maximum 0.065-inch thickness must be installed spacer and intake manifold. Carburetor adapters limited to a 1.125" height. No funneling devices or devices designed to get more air in to the engine will be permitted.

23. FUEL INJECTION

Remains as produced from manufacturer, throttle body and injectors must remain stock. electronic fuel injection (including intake manifold) for the car/engine used. No forced induction, ram air induction, turbo or super-charging, nitrous systems, etc. allowed. Fuel rail with return line and fuel gauge allowed.

24. EXHAUST SYSTEMS

Exhaust must exit behind driver and meet 100 decibels Maximum at 100 feet. All exhaust highly recommended mufflers and to exit under car to meet this requirement; if right side exhaust exit is utilized; pipe may not stick out of body more than 1/2". No dual exhaust. Cast iron exhaust manifold or aftermarket header allowed. Exhaust maximum of 2.5-inch I.D. from end of collector to exhaust pipe exit. No car expelling flame, smoke, or backfiring allowed. Any car not meeting the 100-decibel rating will add 25#'s for the night, & must remedy the issue before next visit.

25. ENGINE

Engine must be 4 cylinders, max displacement 2,500 cc. SOHC or DOHC engines (no turbos or superchargers) No Rotary Engines. **Engine must have been offered in that make and model automobile unless approved by track officials.** Type and composition of engine must remain as produced. Block, heads, intake and all other engine components must match. OEM block required with up to .040 overbore allowed. **Crankshaft and stroke must remain as produced.** Engines produced for non-domestic markets like JDM are allowed. Aftermarket oil pans & oil coolers are allowed. No dry sump oiling systems or Titanium parts allowed. Engines may not cross MFG lines; Ford engine in Chevy body, etc. Crankshaft Power pulley allowed, aftermarket pulley's, & belt tensioners allowed.

26. ENGINE LOCATION

No motor setback or off set. Engines must be in original position for Make and Model of the car. Solid motor mounts may be used.

27. ENGINE SPECS:**27A. PISTONS AND RODS**

FWD- 11 to 1 compression ratio maximum.

RWD- Pistons must be flat top pistons or stock configuration only. Magnetic steel rods only.

27B. OIL PANS AND OIL COOLERS-Aftermarket oil pans & oil coolers are allowed. No dry sumps.

27C. CYLINDER HEADS-Cylinder head configuration must remain as produced (no porting, chamber work or bead blasting, etc. unless approved by track officials).

27D. CRANKSHAFT AND HARMONIC BALANCER-Crankshaft must be magnetic steel.

27E. CAMSHAFT FWD-OEM cam drive only. Maximum cam lift measured at the valve, may be increased by 10% from production specs. CAMSHAFT RWD-Only steel flat tappet and roller rocker camshafts are permitted. No hard-faced overlay camshafts. No automatic cam timing devices allowed.

27F. VALVE LIFTERS-Steel hydraulic or solid lifters only. No mushroom or roller lifters permitted. Lifters must be original size for engine block being used. No rev kits permitted.

27G. ROCKER ARMS: FWD-Roller rocker arms allowed on push rod style motors. Stock roller tip cam followers allowed on engines that came with them from factory. **RWD-**Stock style rocker arms or Roller rockers permitted.

27H. INTAKE-Intake manifolds must be stock OEM only, manufactured for the engine used.

27I. WATER PUMP- Mechanical water pumps in stock location only. No electric water pumps are allowed.

27J. Throttle Bodies: Must remain stock for engine.

28. TIRES

Hoosier 790 will be the specified tire; **2** sportsman tires allowed. **on right side must add 50# per tire.** Teams may substitute DOT stamped tires with a tread wear rating of 300 or greater, a 60 series or taller sidewall, and with a maximum of a 215-section width or narrower. Tires must be the same type at all four corners (example: all Hoosier 790 or all DOT radials). Tire Sizes may vary from left and right for stagger purposes. Tires may not extend out from body of car by no more than 2". 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. Issues with tires must be discussed with Tech officials and their decision will be final.

29. WHEELS

Made for racing, 7-inch maximum width, steel wheels only. Only 13", 14" or 15" diameter wheels allowed. Wheels must be the same size per axle. One-inch lug nuts required. No bleeders allowed and only one valve stem per wheel maximum.

30. BODY AND APPEARANCE

OEM steel roof with A, B, & C posts required. OEM or stock replacement fenders, quarter panels, doors, hood and trunk lid required. Stock or stock appearing nosepiece required. Maximum spoiler height 5" measured from rear deck. Spoiler may not extend outside body. Side skirts must not be lower than rocker panel. No air scoops or holes in hood allowed. Front and rear bumper and bumper cover must appear stock; bumper ends must connect to body. Stock or Lexan windshields required; all other windows (if used) must be of Lexan. Lexan windshields shall have a minimum of two center support braces and must be tech official approved. Sunroofs must be closed in with steel. Stock appearing aluminum door skins allowed. OEM wings permitted. No Non-OEM fiberglass body panels allowed. A professional appearing paint job in an attractive color required. All lettering must be professional and in good taste. Numbers: 18- inches on both sides, and roof, readable from the right side.

31. TOW HOOKS

Tow hooks on front and rear are required.

32. TRANSPONDERS/RADIOS/ELECTRONICS/MISC

32A. TRANSPONDER-150" behind front edge of car with clear view of track.

32B. RACEceivers are mandatory for Race Director Communications frequency is 469.5500 OR channel 1565.

32C. RADIOS-2-way-radios are not allowed.

32D. ELECTRONICS- No Data Logging gauges, or Data recording/acquisition equipment are allowed. No computer or video analysis equipment of any kind allowed.

32E. CHAMPIONSHIP POINTS & MONEY-Championship points will be awarded per your finishing position. If driver is disqualified, drivers behind them will improve their position.

32F. TEAM DRIVING-Not Allowed.

33. LOCAL TRACK VISITING EXCEPTION

Cars from local neighboring tracks that have similar but differing rules, and/or similar performance, may be allowed to participate during the 2024 season in the interest of welcoming competition. These cars may be granted temporary eligibility status for two weeks at the discretion of SSS officials on a case-by-case basis for eligibility and rule book conformity.

34. TECH INSPECTION

All cars are subject to inspection ANYTIME before, during, or after a race; Officials reserve the right to disqualify cars, require changes, confiscate illegal parts etc. Any interference with any official(s) and his/her duties will result in an automatic disqualification, and/or possible suspension. Disqualification (except weight violation) is retroactive to ALL previous events competed in that race meet. 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.

35. TEAR DOWN CLAIM:

For a fee of \$500 any Super Bee driver may request to have the head, intake, exhaust manifold removed for inspection. If found legal, \$300 is awarded to the one inspected with \$200 retained by the officials. If illegal, the fee is returned to the protester and the violator forfeits all money and points won that night. Officials can require air intake, fuel injectors, coil packs, computer, intake manifold and heads be removed and inspected for compliance. If components are found to be illegal they will be confiscated and destroyed. If found to be legal the owner will receive \$100 allowance for gaskets.

36. DYNO TEST:

At the request of the Tech Staff any engine can be required to be dynamometer tested to determine its compatibility with the intent of the rules.

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