



Updated 2/8/2025

2025 Sportsman Rules

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

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.

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Area Sportsman Car

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1. Seats:

Approved professionally built aluminum driver's seat with padded cover required. Homemade seats or sprint type seats are not allowed. Seat must be fastened to frame/roll cage and located so that the centerline of the seat is at least 18" from driver's door bars and inside the roll cage up rights. Properly installed headrest support required. Rib rest must remain flexible. Shoulder supports on right and left sides of seat and head support on right are required.

2. Safety Belts:

Minimum 3-inch-wide lap belt, 2-inch wide shoulder harness and submarine (crotch) strap required. Belts must be anchored to roll cage or frame. Belt anchors must swivel. Grade "5" bolts and hardware required minimum ½" 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. Belts must be dated within 4 years of season year or newer. No cam lock style belts allowed.

3. Driving Compartment:

The driver's compartment must be completely sealed off from engine compartment, exhaust system, fuel container and must be constructed to allow access to driver from either right or left side by emergency personnel. Padding required around driver. Securely mounted fully charged fire extinguisher with visible dial type gauge required. Ribbon type window net with seat belt buckle release required. The window net must be permanently mounted to driver's door bars with buckle toward front roll cage upright and near roof. Clearly labeled push-pull or toggle type kill switch accessible from either side of car required. No suspension components including stabilizer bar can be adjustable from the driving compartment.

DIGITAL GAUGES: No digital gauges except when specifically allowed. No data loggers allowed

4. Driver's Attire:

Fire retardant driving suit and gloves in good condition required. Eye protection and an approved helmet required. Head and Neck restraints, fireproof shoes, and fire systems recommended. Snell SA2015 or newer. **Snell "M" or D.O.T rated helmets NOT ALLOWED.**

5. **Body & Appearance:**

Body must be a North American produced, publicly offered, passenger car and have an OEM wheelbase over 106". All variances from this rule must have prior approval from the Director of Competition and management. Body can be lengthen 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. Body must be mounted symmetrically on chassis. Five Star Fiberglass Metric Monte Carlo roof allowed. No truck bodies allowed (El Camino & Ranchero allowed). Bodies cannot be shortened, chopped or channeled. All doors must be securely fastened shut. Stock hood with reinforcements removed or fiberglass hood required. 4" hood scoop allowed. Hood latch must be removed. All cars using aftermarket body packages (AR-Fivestar) must conform to manufacturer's template when measured at normal racing frame height. All cars must have minimum roof height 48", maximum deck height 36", minimum nose and side clearance 4 3/4" at all times when measured at normal racing frame height. Minimum body ground clearance dimensions required at all times. All body dimensions are to be measured at normal racing ride heights. No multi-plane spoilers. Maximum spoiler length 5". Maximum spoiler width 60". Rear window must be clear. Spoiler must be clear and may not extend 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 connect to body. Professionally appearing and attractive grill/radiator opening required. All aftermarket nose pieces must match make (GM on GM, Ford on Ford) of 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 tires. AR and 5-Star sportsman bodies must meet template.

VINTAGE BODIES: Management reserves right to grant additional latitude to cars running vintage or retro body styles.

PLASTIC BODIES: All plastic bodies (AR/FiveStar) must be mounted to manufactures dimension and fit their template adjusted for normal racing ride height. The AR Body-PN 115015 A thru M may be used on 108 to 112 inch wheel base chassis. The AR 116 inch Camaro body is approved. Fivestar North American Sportsman body allowed. No NGB or S2 bodies allowed.

APPEARANCE: A professional appearing paint job in an attractive color required. All lettering must be professional and in good taste. Numbers: 18" on both doors, and roof, readable from the right side. 1" square rub rails allowed, mounted within 3" of ends & ends must be tapered and capped. Five Star Lexan rub rails allowed. Division sponsor decal (if applicable) must be displayed on top of windshield.

AERO DEVICES: No Aero devices such as skirts, wings, or valences.

TOW HOOKS: Tow hooks on front and rear required. 1/4" cable has proved inadequate.

6. Car Eligibility:

Any 1957 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.

GM chassis must retain original wheelbase. Ford/Chrysler may use GM Metric frame. Complete stock steel frame or unit-body must be retained to a point 6" behind center of rear axle. Replacement with square tubing allowed rear of that point. Front stub and rest of frame must match. Minimum ground clearance 4 3/4" except cross-member which is 2 3/4" (with driver).

MID-SIZE GM METRIC CHASSIS:

Lower right A-frame may be 1" longer than stock (15.5" center of ball joint cup to center of rear bushing MAX allowed) S-10 ball joints allowed. 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 ends.

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

7. Wheelbase, Tread Width, Ground Clearance:

Wheelbase must be within 1-inch of stock. Maximum tread width 63-inches (64-inches for Ford, Chrysler front stub, or full size GM stub with a minimum wheelbase of 112 inches), measured center to center of tires at spindle height (front and rear). Minimum ground clearance 4³/₄" at any point including spoilers, scoops, and mufflers, except front cross-member, which is 2³/₄" (with driver). **Static and dynamic ride height procedures will be enforced pre and post race.**

8. Roll Cage:

All cars must have a well-constructed, properly welded and gusseted 6 point roll cage made of minimum 1³/₄" .090 wall tubing or equivalent. Roll cage must have four uprights properly welded to frame. Right side of roll cage may not be located inboard more than right rails of front and rear stubs. Main roll hoop must be behind 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 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 frame rail. All welds in 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 front roll cage uprights. Unit-body roll cage construction: contact competition director for guidelines. **Penalty for illegal offset cage will be 25 lbs and 0.5% of nose weight for each roll cage up right not welded to frame.**

9. Interior:

Complete steel firewall required. Driver's compartment must have steel floor. Passenger side interior can be tinned over from top of drive shaft tunnel to 6" below passenger window.

10. Suspension:

Any stock appearing, Non-Progressive, steel spring with Max MSRP of **\$150** that fits in original mount in original position allowed. No cutting or modifying of springs allowed in any way. One steel, sealed, non-adjustable and non-re-buildable shock, with a welded bearing on at least one end allowed per wheel. QA-1 series 50, 51, 5Q, 62, 6Q allowed **MSRP of \$210**. All internal components must remain as manufactured by QA-1. Spring spacers, adjustable spring spacer units allowed where shock mounts through spring (front). One screw type (screw jack) adjuster per spring 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 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 joint 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, traction devices, or compression/rebound limiting devices (other than shock valving force) allowed. NO COIL BINDING.

Droop Rule:

Both front and rear suspension must have 2" of compression and rebound travel from static ride height. Rear end strap/chain allowed, but must pass the droop rule.

SPINDLES, HUBS, STEERING: Stock unaltered passenger car spindles, hubs, 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.

SHOCK & SPRING TESTING: Any shock or spring in any class can be impounded for testing at any time. All winnings will be impounded until testing procedures are completed and results are confirmed. If shock or spring is found legal, winnings will be released and shock or spring returned (or compensated for if ruined). If shock or spring fails test, winnings are confiscated and violators must pay the cost of the test before returning to competition. Shocks are to be reassembled at the cost of the racer.

11. Engine:

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 and #4267B, PBM Thunder head 167270 with 170cc intake runner, or Dart Iron Eagle SS #10024266 & #10024267, straight plug with 165cc intake runner. 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. Minimum crankshaft weight 44lbs. A 3/4" NPT inspection hole in oil pan required. Inspection hole must be located in line with second or third rod journal of crankshaft, on either side of pan and above oil level. Hole in windage tray in line with inspection hole required. OEM mechanical fuel pump, in stock location, required. No electric water pumps allowed. **LSW 6900 RPM chip. Open motor with roller lifters 6900 RPM chip.**

ENGINE LOCATION: GM engines: located so that 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 1/2" (front and back). Max offset (right to left) 3".

LSW PROGRAM: 2024 will be a year of further research and development on the cast iron block, coil pack LS engine. Contact Slinger Speedway tech for more information.

CAMSHAFT & IGNITION: Hydraulic cam/lifters only. Lifters must pass 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 lifters allowed. Stock type (HEI) ignition components only. Firing order may not be altered. No MSD boxes, dual-point distributors, computer controlled or crank fired ignition systems allowed.

Hydraulic roller lifters allowed, see weight rule. Roller lifter subject to intake being removed. Racer is responsible for reassembly.

CARBURETOR: Stock unaltered 500 CFM Stock Holley 4412 2 bbl., (aluminum body allowed) or Dorton 003-0, or 1 3/8" Rochester allowed on all cars. Metering block three (3) holes per side MAX. 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. No shelving around air cleaner allowed. Steel or steel braided fuel lines required, metal fuel filter required. Holley Ultra Series and 500 cf carburetor is NOT allowed in any class.

CRATE ENGINES: GM Crate motor (P/N 88959602 or 19318602) allowed with Holly 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 MSGR \$250. All crate and LSW motors must use the MSD Soft Touch Rev Control system mounted under the hood with the 6400 (602 Crate) or 6900 (LSW) rpm chip. New crate motors with proper ownership paperwork are not required an oil inspection plug. Inspection plug required on other crate motors, Contact tech staff for installation and rebuild/repair regulations. Crate Motors allowed same height carb spacer as the open motor, all other carb spacers restrictions apply. Crate motors must remain as is from factory. All factory seals must stay in place. Cam Doctor and Dyno Test will be used to check crate engines.

AIR CLEANER: No cold air induction air boxes, **cowl must be closed**. Two piece 14 inch O.D. air cleaner cover required, maximum height 4" and must be open for the full 360 degrees.

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. Headers must cost under \$300 MSRP. Cars using headers must add 50 lbs.

The weight adder may be amended at the discretion of the track staff to ensure a competitive balance is maintained. On the headers, no exhaust wrap or ceramic coating.

RADIATOR: Any metal radiator that does not alter the exterior appearance of car allowed. Fan protection (20 gauge minimum thickness) required. Radiator overflow bottle under hood required, one quart size minimum.

12. Drivetrain:

TRANSMISSION: Stock automatic transmission with operating 11-inch minimum diameter torque converter allowed. 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. **7.25" clutch or clutchless/Brinn transmission allowed for 602 Crate engine cars only.**

DRIVESHAFT: Minimum diameter 2½" 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 drive shaft entering into driving compartment. No energy absorbing, or carbon fiber drive-shafts allowed.

REAR END: Rear end must be a stock passenger car unit, may be open, or locked by welding spider gears or use of spool only. 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 torque sensing differentials allowed. A ¾" inspection plug required in rear cover located above oil level and be wire tied. Floating rear ends with steel hubs, straight spline drive plates. No cambered rear ends allowed.

Grand National Solid steel axles of same diameter (MINIMUM 1.100) required **on both sides and must taper towards the hub. MSRP of axle not to exceed \$200.** No lead can be mounted on or in rear end housing. Axle tubes must be the same **wall** thickness on both sides of differential.

CLUTCH: 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 minimum 10 inch diameter with stock full fiber disk. A minimum 7.25 diameter, two disk minimum clutch allowed with 75 lbs added weight. Clutchless/Brinn

Transmission allowed for 602 Crate engine cars only. No carbon fiber, poly, slipper or centrifugal clutches allowed. All manual transmissions must run steel bell housing or a scatter shield constructed of 1/8 inch steel covering the top 180 degrees of the clutch. No reverse mount starters.

13. Brakes:

Four-wheel brakes required at all times. Floor mounted pedals allowed. The Howe stock replacement caliper is the only non-OEM brake caliper allowed **MRSP \$190**. No "made for racing" components (other than brake pads) allowed. Directional vane rotors allowed. Maximum rotor diameter 11 3/4" maximum rotor width 1 1/4". Maximum MSRP **\$150**. One OEM brake bias adjuster allowed. Wheel fans and electric fans allowed. Rear disk brakes (no aluminum components) allowed. One master cylinder only.

14. Fuel & Fuel Container:

Fuel cell required. Fuel cell must be located behind rear end, between frame rails as far from rear bumper as possible. If 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 fuel cell must be at least 10 inches from ground.

ASA bar required and must extend below bumper and be triangulated back to main frame. All vents must be valved. Filler tube extensions not allowed. Inlet cannot be on right side of cell. Outlet must be on top. All fuel cells and associated protection bars will be vigorously inspected. Steel fuel lines must be located outside driver's compartment. Fuel: Gasoline only.

15. Weight:

Minimum total weight: GM 602 Crate motor **2975#**, LSW motor **3025#**, all non-crate motors **3050#** including driver at all times, minimum 52% front axle and minimum 42% right side. Add 50# for crankshafts weighing less than 44 lbs. All weights must be properly anchored above bottom of frame rail, outside the driver's compartment and painted white and lettered with car number. Fuel burn off allowance is 1/2lb per green flag lap in that event.

16. Wheels & Tires:

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

American Racer 970 is the required tire and will be available at the track. Tire bank system will be utilized; Teams may purchase a maximum of 6 tires to supply their initial tire bank and can purchase 1 new tire on the 3rd week of competition, and continue with 1 new tire per week of competition thereafter. 1 tire per event is earned by the competitor upon completion of their longest race achieved-Consi, LCQ, or Feature. All tires used in competition(qualifying, heats, dash, feature, etc.), must come from that competitor's tire bank. One may qualify and race on any combination of tires from one's bank. Every earned tire is banked for the season and can be used at the discretion of the competitor, no "use it or lose it" guidelines. Tire bank follows the driver. Used tires presented for "race" use will be counted as banked tires. New competitors after the first event of the season may only declare 4 tires to begin their tire bank. If the 4 declared tires are new, that competitor must start all races at the rear of the field. Any new competitor has the option to declare 2 new, and 2 used(TECH APPROVED with 4/32" or less tread depth) to complete the bank. If new/used tires are declared then that competitor may start all races in their qualified position. **American Racer 970** will be sold at track. ALL RACE TEAMS must fill out a Slinger Speedway Tire Card and have it handed in at tech before the car qualifies.

Tire Chemical treatment of tires (softening) not permitted.

TIRE AIR PRESSURE REGULATORS: No tire air pressure regulators allowed in any class including any type of bleeder.

17. Battery:

Batteries must be securely mounted ahead of rear axle and away from fuel container and lines. All batteries in driving compartment must be in an approved sealed battery box. Maximum 12 volt system.

18. Exhaust System:

Maximum diameter 2½” before collector and/or muffler, 4½” maximum diameter behind muffler. Effective mufflers required. Collector or muffler must not be located forward of transmission. Exhaust recommended to exit underneath car. If exiting beneath the car, it must exit behind the driver, pointing down before the rear end. If exhaust exits from door must exit behind driver, be flush and must have door flange and mounted flush to door. No car expelling flame, smoke or backfiring allowed. Coatings on exhaust pipes not allowed.

19. Transponder:

An AMB automotive (not go-cart) transponder required in all classes. Rental units will be available. Transponder location and mounting requirements are as follows. Transponder must be located so that the transponder’s center line is 165 inches from the furthest forward edge of nose.

TRANSPONDER UNIVERSAL MOUNTING RULES: Transponders must be mounted no more that 24 inches above racing surface, have an un-obstructed path to the racing surface, and be protected from excessive heat and fuel spillage. Secure mounting is the responsibility of the race team. Loss of transponder signal can result in disqualification. Damage to a rental unit will result in significant financial penalty.

VISUAL SCORING: Visual scoring is used to determine results in close finishes.

RACECEIVERS: All cars are required to have an operating RACECEIVER at all times.

20. Penalties & Claims:

TEAR DOWN CLAIM: For a fee of \$750 any Sportsman class driver may request to have the head, intake, exhaust, and carburetor removed for inspection. If found legal, \$500 is awarded to the one inspected with \$250 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 valve covers, distributor, intake, carburetor, and heads be removed and inspected for compliance. If components are found to be illegal they will be confiscated and destroyed.

DYNAMETER TEST: The Tech Staff can require any engine to be dynometered to determine its compatibility with the intent of the rules.

CRATE MOTOR COMPLIANCE: Any GM crate motor deemed illegal, seals, cam, heads to be subject to a \$1000 fine and loss of racing privilege for one calendar year.

REV LIMITERS: Rev limiters are subject to post race RPM check.

FLUIDS: No antifreeze/ coolant allowed \$50 fine if spilled. Fine will double per occurrence. All drain plugs must be safety wired.

TIRE TESTING: Any tire in any class can be impounded for testing at any time. All winnings will be impounded until testing procedures are completed and results are confirmed. If tire is found legal, winnings will be released and tire returned (or compensated for if ruined). If tire fails test, winnings are confiscated and violators must pay the cost of the test before returning to competition.

Section B Mid Am Style Car

22. 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.

23. 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 driver's 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. **Penalty for off set for cage not welded to frame same as Area Sportsman.**

24. 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.

25. 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.

26. 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.

27. 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.

28. 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 \$210 each. No 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".

29. 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.

30. 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).

31. 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.

32. 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.

33. Rods:

Magnetic forged sportsman type connecting rods only.

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

34. 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.

35. 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.

36. 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".

37. 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.

38. 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 1.050 cone insert will weigh 3000 lbs.

39. 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

40. 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.

41. 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.

42. 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. Maximum tail pipe length from end of muffler is 10"

43. 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.

44. Drive Train:

Engine must be centered between upper A frame mounts.
Minimum engine crankshaft height 13".

45. 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.

46. 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.

47. 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.

48. Wheels, Spacers & Tires:

Tire rule will be: 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 **American Racer 970** is the required tire and will be available at the track. Tire bank system will be utilized; 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 at the back of the field if using all 4 new tires or if you only use two new on the first night of competition and two used (TECH APPROVED) 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. **American Racer 970** will be sold at track. ALL RACE TEAMS must fill out a Slinger Speedway Tire Card and have it handed in at tech before the car qualifies. Tire Chemical treatment of tires (softening) **not** permitted.

TIRE AIR PRESSURE REGULATORS: No tire air pressure regulators allowed in any class including any type of bleeder.

No wheel weights allowed.

49. 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.

50. 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.

51. 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.

52. Weight Rule:

Slinger restrictor plate is Allstar # 26060 with tapered inserts. Cars using the 1.050 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.

53. 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.

54. Radios:

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.

21 & 55 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.

ILLEGAL EQUIPMENT: All illegal equipment is subject to confiscation and destruction at the discretion of management

AREA & MID AM TYPE: Miscellaneous Officials/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

Owner/Promoter: Todd Thelen Slingerspeedway1@aol.com

Director of Competition: Scott Hoeft hoeft_racing@yahoo.com

Tech Directors Derek Rehm rehm70@gmail.com and Jay Kalbus
jaykalbus27@gmail.com

Website: www.slingersuperspeedway.com

Facebook Page for Competitors: Slinger Speedway Racers (be sure to answer the questions upon requesting access)