



Updated March 19 - track width & AR tire option

2025 602Craters Rules

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.

1.1 General

These rules and regulations are designed to govern driver and crew member conduct during racing events. By participating in these events, all drivers are required to comply with these rules. While no claim of guaranteed safety, these rules are enforced as a guide for the conduct of the sport. This is in the entertainment business. Drivers, Owners, Crew and 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. Slinger Speedway may change any rule at any time in an effort to reduce the cost of racing, maintain equal competition, or improve safety.

Procedural Rules

It is the goal of Slinger Speedway management to maintain the safest possible racing conditions for all drivers, fans & track personnel. Only safety crews and wrecker crews are permitted on the track in the event of an accident. Pit crew members are not permitted on the track.

A driver may exit a car if requested by a safety crew member or if safety warrants in cases such as a fire or if car is upside down. Drivers are encouraged to drop the window nets after an accident as a sign to approaching safety crew members that they are ok, especially in a multicar situation to alert approaching safety crew members which drivers are in need of urgent attention.



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Rules Infraction Policy

Slinger Speedway Management may suspend or fine any driver, team member, or car owner for violation of track rules, Policies, or procedures. Management has right to confiscate any item that is in violation of the rules.

1.2 SAFETY EQUIPMENT

SEATS- Approved aluminum driver's seat required. Seat must be fastened to frame/roll cage with minimum 3/8" grade 5 bolts and oversized washers and located to give adequate distance from driver's arm to door bars. Shoulder supports on right and left sides of 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. Leg containment supports are recommended. SFI 39.2 standard likely to be required in future years.

SAFETY BELTS - Belts must be dated within 3 years of event date or newer. A minimum five-point harness system is mandatory. Competitors using the HANS device may use a standard three inch (3") or the Schroth style or equivalent two inch (2") wide shoulder strap. Belts must be anchored to roll cage or frame using grade 5 bolts 1/2" min diameter required. Shoulder harness must not be anchored lower than 2-inches below drivers shoulder height. 6-point belts (double crotch strap) are recommended. No Cam Lock safety belt systems permitted.

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 18 inch. Ribbon style recommended and must be mounted to roll cage so latch is at top front of window.

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 except brake adjuster.

Carbon fiber interior components will be not be allowed, likewise, carbon fiber or titanium components anywhere on car are not allowed.



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DRIVER'S ATTIRE - Complete SFI- approved fire retardant driving suit and gloves required. Eye protection and a Snell SA-2015 (SFI38.1) or newer helmet required. Snell "M" or D.O.T helmets not allowed. Head and Neck restraints (HANS Type), fireproof socks & shoes, are recommended.

In all matters pertaining to safety, car owners, drivers and crewmembers must review and educate themselves in all safety standards. It is the responsibility of the car owners, drivers and crewmembers to install, wear and maintain all safety equipment as specified by manufacturer's instruction.

We are committed to keeping our racers as safe as possible!

Safety is our #1 priority, please make it yours too!





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2.1 602 Crater Introduction

This division utilizes the 602 Chevrolet Sealed Crate as the only choice for an engine. Eligible participants will need to meet the rules set forth by one of the five existing division rule packages:

- Slinger Speedway Limited Late Model 602 option
- Midwest Truck Series
- UMA 602 Late Model
- UMA 602 Modified
- WIR ¼ Mile Late Model

There is no mixing or intermingling of rules between the 5 divisions noted above.

Eligible cars/trucks must have been inspected for, competed in and finished in a minimum of (2) prior races in the division chosen above in order to compete (only exception is a MOD that competed at Slinger Speedway in the modified division prior to 2024 and converted to or meets the UMA 602 Modified rules). A current year's inspection sticker from the division chosen must be clearly displayed on the roll cage, windshield, pillar or roof from the home track/series.

Slinger Speedway tech officials will be in contact with track/series officials and have copies of current rules on hand for the 5 divisions noted. Any rules infractions found will be shared with the appropriate track/series officials and could lead to possible disqualification or point loss from those track/series.

****UMA 602 Modified UPDATE**

Track width for the beginning of the 2025 season has been updated to 82" measured outside to outside with toe plates.

2.2 Weight

Base weight for this division, based on the division, is listed in the chart below. Some of these weights may be adjusted as the season goes on in the spirit of good competition and a good show for the fans. There is a **0.5lb** weight allowance per race lap.

2.3 Tire

Tires allowed for this division, based on the division, are listed in the chart below. A tire bank will be utilized as follows:

- Race #1-6 tires allowed in the bank
- Race #2 no additional tires allowed in bank
- Race #3 1-additional tire allowed in bank
- Race #4 1-additional tire allowed in bank
- Race #5 1-additional tire allowed in bank
- Race #6 1-additional tire allowed in bank



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Any new competitor after Race #1 must report 6 tires on their tire card. **All used tires must be tech approved.**

2.4 Engine and Carburetor

An unaltered GM602 Crate Part #'s 19258602/0602/1602/2602/3602/4602 is the only engine allowed. Also known as the CT 350. HEI Distributor with MSD rev limiting device only as noted in division rules. MSD soft touch Rev control part # 018-8728 or 018- 8727 CT required. **No modifications to engine or rev control are allowed.**

GM seals, IMCA seals or UMA/WMA seals only. Seals must be visible and in good condition. Any damaged, altered or missing seals may lead to engine impound and/or disqualification from Slinger Speedway and potentially the home track/series.

Holley 650cfm 4bbl 4150 HP unaltered carburetor, part number 80541-1 or 80541-2 only. Carburetor spacer must meet rules for division chosen.

2.5 Division Chart Proposed Rules may adjust for competition

Rules Package	Min Weight	Engine	Carb	RPM Max	%	Tire
Limited Late	2675	GM602 Crate #19258602 W/HEI Dist GM seals, IMCA seals or UMA/WMA seals	Holley 650cfm 4bbl 4150 HP carburetor, part number 80541-1 or 80541-2	6200	58% Left Max	F60/F70, AR970, 1070, any used 3035/3045, ST1, ST2, ST3, American Racer 153
Midwest Trucks	2675	GM602 Crate #19258602 W/HEI Dist GM seals, IMCA seals or UMA/WMA seals	Holley 650cfm 4bbl 4150 HP carburetor, part number 80541-1 or 80541-2	6200	60% Le	1070 AR970, OR any used 3035/3045, ST1, ST2, ST3, American Racer 153



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Outlaw 602 LM	2750 Add 25lbs for internal clutch trans.	GM602 Crate #19258602 W/HEI Dist GM seals, IMCA seals or UMA/WMA seals	Holley 650cfm 4bbl 4150 HP carburetor, part number 80541-1 or 80541-2	6200	60% Left Max	F60/F70, AR970
602 MOD	2500 add 25 tube stub	GM602 Crate #19258602 W/HEI Dist GM seals, IMCA seals or UMA/WMA seals	Holley 650cfm 4bbl 4150 HP carburetor, part number 80541-1 or 80541-2	6200	58%	D800, AR970, 3035/3045, ST1, ST2, ST3, American Racer 153

Slinger Speedway Auto Racing, Inc.

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Facebook Page for Competitors: Slinger Speedway Racers

<https://www.facebook.com/groups/110086089115613> (be sure to answer the questions upon requesting access)