



2025 Super Beez 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.

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All cars must be clean, complete, and maintain all body panels, including bumper covers, fenders, doors, quarter panels, and deck lid/hatchback at the start of every racing event. Cars must have clearly legible numbers (no spraypainted numbers) that are visible by race control and score keepers. Numbers must be on each side of doors and roof. All cars must have clearly legible, minimum 5" tall numbers on upper right (passenger side) of the windshield. Cars must have drivers name on each side of roof openings.

Slinger Speedway encourages and welcomes cars from neighboring tracks to compete. In the spirit of competition, Slinger Speedway Officials MAY grant a temporary waiver for eligibility to the neighboring cars. Any rules, compliance exemptions, or waivers granted in this context will be at the sole discretion of Slinger Speedway. Penalties, point forfeiture, or payout adjustments

may occur for cars that are deemed by Slinger Speedway Officials to have a performance advantage relative to regular Slinger Speedway legal cars.

FUEL AND WEIGHT WAIVERS WILL NOT BE GIVEN

ELIGIBLE CARS

Four or six cylinder engine COMPACT CARS only permitted. No full-size cars, SUV's, crossovers, vans, or convertibles allowed. Wheel base must be between 90-109 inches. No all-wheel drive or all-wheel steering cars allowed. No mid or rear engine cars allowed.

ENGINE

Four or six cylinder engines only. NO supercharger or turbo chargers allowed. No chemical power adders of any kind (nitrous oxide, benzene, nitro-methane, etc...) allowed. Four cylinder MAX displacement is 2.5 Liters with up to .040 overbore. Six cylinder MAX displacement is 3.8 Liters. Six cylinder engines over 3.5 Liters may only be of pushrod type. OEM STOCK variable cam timing is allowed. Cars MUST use OEM engine type and brand matching MAKE of car. (FWD Chevy engine in Chevy, FWD Dodge engine in Dodge car, FWD Ford engine in Ford car, FWD Honda/Acura engine in Honda/Acura etc...) allowed. No aftermarket engine blocks allowed! Cylinder heads **MUST** be of stock casting for engine type being used (NO aftermarket heads). No engine swaps of non-stock engine types from other makes or models of vehicles allowed (No Dodge v-6 truck engine in Dodge Neon, etc...). Throttle bodies must be attached to the intake manifold and be in the stock location. (Only 1 throttle body or carburetor allowed). Only 1 carburetor or throttle body spacer allowed. Carburetor spacer MUST be centered on the intake manifold and MUST NOT be tapered or beveled. A one piece paper gasket maximum .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 .065-inch thickness must be installed between intake manifold and spacer. Carburetor adapter height limited to 1.125 inches (MAXIMUM thickness with gaskets is 1.255 inches). No funneling devices or devices designed to get more air into the intake will be permitted. Throttle body spacer MUST BE No thicker than 1.25 inches measured with gaskets. Slinger Speedway Officials reserve the right to place a restrictor on a car for fairness of competition at any Slinger Speedway event. Any carburetor allowed on engines that came with carburetors. Throttle body EFI or multi-port EFI allowed. MAXIMUM of 1 fuel injector per cylinder allowed. INTERNAL ENGINE MODIFICATIONS, such as, but not limited to, porting, polishing, decking, aftermarket camshafts, pistons, connecting rods, valve springs, ARE ALLOWED. NO adjustable tuning devices allowed during a race

TRANSMISSION

OEM style starter MUST be used and be OPERATIONAL at the start of each nights event. Stock OEM transmissions for make of car are required. ALL forward AND reverse gears must work. NO adjustable tuning device allowed during a race.

FUEL

Fuel is restricted to pump gasoline or racing gasoline. NO alcohol (Methanol or Ethanol), or E85 fuel is permitted. Any car suspected of using such fuels will be disqualified or not allowed to compete. NO fuel additives (benzene, nitromethane, etc...) allowed. Use of benzene or methane will result in expulsion from the series. If you protest your use of an illegal fuel or additive, the process will go as follows. Slinger Speedway Officials will draw a sample of your fuel from your fuel cell to be tested. You will receive no points or pay until lab results are

received. If you are found to be using illegal fuel you will lose your points and pay for that event. The lab fee must be paid in full before you can compete in a Slinger Speedway event again. If there is a second occurrence you will not be allowed to compete for the remainder of the season. If your fuel is found legal you will be awarded all points and pay earned from the event.

EXHAUST

A complete exhaust system consisting of a single tube, extending from manifold or header exit, to an exit point behind driver's seat. Exhaust may exit to the left, right, or under car. If the exhaust exits under car, the exhaust must point down towards the track (no exhaust pointing at fuel cell or gas tank). If the exhaust is within 6" of fuel cell or gas tank, a heat shield must be in between exhaust and fuel cell or gas tank. Maximum exhaust tubing is 2 ½ inch O.D. and must be same diameter from manifold/header collector, or flange/reducer to the system exit. Exhaust tips less than 7" allowed. NO open headers allowed. Exhaust may be welded, bolted or clamped, but NO exhaust leaks permitted the entire length of exhaust. Loose or leaking exhaust gaskets or connections may result in disqualification. "pin-sized" hole leaks may be waived at the discretion of Slinger Speedway Officials. Exhaust must route under floor pan and no part of exhaust system may enter driver's compartment. No dual exhaust systems. Mufflers ARE required. FUEL CELLS Fuel cells are MANDATORY in all cars. Fuel cells must be mounted in trunk area and no closer than 8" to ground. Maximum fuel cell capacity is 15 gallons. Fuel cells must be made for racing fuel cells. NO marine (boat) tanks, or portable gas containers (gas cans, jerry cans, etc...) allowed. Protective bars for the fuel cell are REQUIRED. All cars MUST have fuel cell protection bar that keeps car from going under rear bumper, and impacting fuel cell. Cars MUST also have protection above the rear bumper, to keep cars from hitting the top of fuel cell. Any fuel cell must be encased in a protective steel can and must be equipped with and anti-rollover valve and vented to outside the trunk at the left rear. Fuel cells must have a securely latching cap. Fuel cells must be mounted with a minimum of 1/8", 1" wide strap or 1" tubing. All cars must have a metal firewall completely sealing the trunk/hatch area from the driver's compartment. Fuel pumps, filters, and fuel lines must be securely mounted, so they cannot become dislodged or disconnected during a collision. Proper high pressure fuel line and fittings MUST be used. Any fuel line running through the drivers compartment MUST be ran through Steel tubing and painted RED with the lettering "FUEL LINE....DO NOT CUT" on it in white lettering. Any fuel system deemed unsafe by Slinger Speedway Officials will not be allowed onto the track until corrected. LOCAL TRACK EXCEPTION. Drivers may be given a one race exception for stock gas tanks protected with a 3/8" steel skid plate on tracks 3/8 mile and smaller. Stock tanks may be allowed if given approval by safety tech.

BODY

All exterior trim, lights, body molding, etc... must be removed. Air bags must be removed. All interior trim and flammable material must be removed from driver's compartment and trunk area. All glass must be removed, except front windshield, which may remain if deemed safe (no cracks or holes). All cars are required to have a front bumper cover, hood, both front fenders, all doors (2 or 4), both quarter panels, deck lid, and rear bumper cover. Roof must remain stock. Stock (no gutting) A pillars, B and C pillars should remain stock, except where room is needed for roll cage, then they may be gutted for cage clearance. NO flat sided bodies allowed. Stock appearing front or rear bumpers and covers or made for racing bumpers and covers allowed. Downforce, shovel, or dirt late model bumper covers not allowed. Doors must be welded or

bolted shut. Doors and interior may be skinned to allow room for roll cage and safety equipment. Skirting on front and sides allowed but must not be beyond 1/2" outside of tire and may not have sharp edges or ends. NO rear air diffusers allowed. NO splitters allowed. No venting of interior, roof, floor, fenders, doors, or trunk panels, (except fuel cell and drivers ventilation system) allowed. NO aftermarket hood scoops. Brake cooling ducts or vents connected to front bumper cover are permitted. Body panels must be securely fastened at the start of every event. Any body panel or wheel well opening deemed unsafe by Slinger Speedway Officials must be corrected before the car is allowed to compete. NO bars permitted through any body panel or bumper covers. Rub rails are permitted between front and rear tires and must be mounted flush to body. NO nerf style rub rails allowed rub rails must be 1" by 1" steel tubing or lexan decal protector type. Rub rails must not have sharp or rough edges. NO body panel, skirting, or bumper cover lower than 3" from the ground allowed. Cars must have STOCK frame, STOCK firewall, and STOCK floor pans, complete and unmodified. Trunk floor must be removed under fuel cell. Hood and trunk/hatch must be secured with a minimum of 2 hood pins. Front windshield may be replaced with Lexan (polycarbonate) or dirt screen. If using a Lexan windshield, you must have at least 1 center support. If using a dirt screen, you must have a minimum of 3 safety bars and must wear a full face helmet with eye protection. No material covering the passenger side window openings (lexan, or any other material). Slinger Speedway Officials reserve the right to have teams make changes to allow track safety crews quick and easy access to the drivers compartment. Rear deck spoilers are allowed. NO roof mounted spoilers. MAXIMUM spoiler size is 5" tall and 60" wide. Maximum height of spoiler may not exceed past 5" above deck surface. Fabricated spoilers may be see through Lexan or may be metal if it does not limit the visibility of hand gestures and signals. The front edge of the spoiler must be within 4' of the rear of the deck lid, measured horizontally. Spoilers may not extend more than 3' beyond the rear edge of the deck lid measured horizontally. No window mounted spoilers or any other window mounted aerodynamic devices are allowed. Window mounted NACA ducts for driver's ventilation systems are permitted. NO verticals, shark fins, bill boards, or similar devices allowed. NO brake lights, strobe lights, undercar mounted lights, or headlamps allowed.

CAR SAFETY

Cars that meet Slinger Speedway official approval, will be marked by tech officials. No car will be allowed to compete if it has not been safety inspected. Roll cage must be a 4 or 6 point design and be made of round tubing (no square tubing). Tubing must be roll cage tubing (HREW, CREW, or DOM) and must be 1 3/4" or 1 1/2" (minimum) and have a thickness of .095. All tubing connections, seams, bracing, etc..., must be fully welded. No "tack-welds" permitted. All 90 degree connections must be gusseted. Cage must be securely fastened to floor/uni-body of vehicle. It is highly recommend the 4 point of cage be welded to 2" by 2" square or 1 1/2" by 2" rectangular tubing welded to the floor and rocker panels. You may weld cage to rocker panels or use 1/4" thick 6" by 6" "sandwich plates" if floor and rocker panels are not rusted out. Reinforcing plate, tubing, or steel angle on inside of rocker rails required. Main hoop of cage MUST include a diagonal reinforcing bar. Roll cage must include a minimum of 3 door bars per

side, connected with spacing bars between each door bar. Driver's side door bars must be arched away from driver's seat area. Driver's door bars must be connected by tubing or bracing to rocker rail to reduce inward bending in an impact. Driver's door bars MUST have a 1/8" minimum steel plate. Driver's side floor board must have a minimum 1/8" steel plate from firewall to rear of seat, securely welded to floor. Roll cage design must include a minimum of 5 bars extending side to side (top of main hoop, dash bar, middle of main hoop, and bottom of main hoop). An additional bar connecting left and right door bars is allowed if behind the driver's seat. Bars extending through the front or rear firewalls must not mount past strut towers. Diagonal bracing from A pillars (front uprights) to dash bar is strongly encouraged. Diagonal support bars extending from the main hoop to the rear are encouraged and may not connect closer than 10" from the rear bumper. Teams are encouraged to add extra bracing to the cage for safety. Any cage deemed unsafe by Slinger Speedway Officials will not be allowed on the race track. Core supports may be reinforced or replaced with tubing. Core support may not extend rearward beyond the front of the front strut towers. Tubing connecting the core support to the roll cage is NOT permitted. A battery main shut off switch is required and MUST be mounted with-in the driver's reach. Master ON/OFF switch must shut vehicle of over 2,000 RPMs. A fuel pump shut off switch is also required and MUST be mounted at the left front (driver's side) of the interior, in a location that can be easily reached by the driver and the track safety crew. Fuel pump switch must be clearly labeled. Battery may be relocated to the area behind the driver. Battery MUST be in a sturdy battery box/compartiment, securely fastened to the vehicle (welded or bolted). Any trunk mounted battery (by fuel cell) MUST be in a completely enclosed metal battery box or compartment completely sealed. Any fuel lines running through driver's compartment must be inside of metal tubing and painted RED with "FUEL LINE...DO NOT CUT" in white lettering. ABSOLETELY NO rubber fuel hose/line running through driver's compartment permitted. Towing devices are required. A secure towing device (hook, chain, cable, or bracket, etc...) MUST be in place both front and rear and securely fastened. Towing device must be clearly labeled or painted with a bright color and be located so as not to present a hazard in the event of contact. An aluminum FULL CONTAINMENT SEAT **OR** Aluminum Racing Seat with Right side head rest and shoulder supports is mandatory. Seat must be mounted to rollcage using 1" minimum diameter tubing or material with the equivalent or better strength. Seat MUST be bolted with a minimum of four 3/8" bolts (grade 5 or better) with washers to prevent "pull through". A minimum of a 3" wide 5 or 6 point safety harness is required and must be attached with grade 8 hardware or equivalent. Belts must have a certification date no older than 4 years (2020) and must have certification tags attached. Seat belts must be used and securely latched for any event and anytime the car is on the track. A Snell SA approved helmet with no earlier than SA2015 certification required. Helmet MUST have certification tag inside. NO Snell M rated (motorcycle) or dirt bike helmets allowed. Helmets must be worn at all times on the track and must be securely fastened. Head sock or helmet skirt highly recommended. Drivers are required to wear a flame retardant SFI rated driving suit. 1 piece or 2 piece allowed. Suit must be clean and in sound condition with no tears present. Flame retardant gloves (no mechanic gloves) and shoes are also REQUIRED. HANS, NecksGen, or similar devices are Highly Recommended. An SFI approved driver's side window net is required and must be securely mounted with the latching device at the top. Window net must not be "dry rotted" or frayed. Window net must be latched at all times when on the track. Raceceivers are MANDATORY and are a part of the

driver's safety equipment. Every driver is responsible for making sure they have a fully charged battery and that their Raceceivers work before going onto track. If you do not have a Raceceiver you will not be allowed to compete. At least 1 mirror is required. This is to prevent you from accidentally coming up or down on someone when changing lanes. This is not to be used to "mirror" drive and you will be black flagged for such driving. All cars MUST have a fully charged fire extinguisher securely mounted in vehicle. It is highly recommended that a fire suppression system be installed. SUSPENSION, DRIVETRAIN, AND BRAKES Cars must maintain a ride height of 3" minimum at frame rails and body. No engine or drivetrain component may be lower than 3" (exhaust is an exception). FWD NO made for racing (Penske, AFCO, Pro or similar) struts allowed. NO adjustable or rebuildable struts permitted (Any shock or strut with rebound or compression adjustment knobs, screws, rods, or bolts are prohibited). FWD strut or shock must have a MSRP of \$200 or less. RWD strut or shock must have a MSRP of \$275 or less. Stock appearing strut, shock, or spring MUST mount in stock location. Shocks or struts with threads permanently made in their bodies are prohibited. Cars with factory shocks can run Rebuildable shocks but MUST NOT be adjustable! Stock type front control arms are required. Control arms and mounting locations may be modified for camber adjustment. NO aftermarket radius rods allowed. NO solid metal bushings are permitted on control arms. Rear control arms must remain OEM stock. Rear control arm and tie rods may be replaced with swedge tubes and heim joints for safety. Stock rear trailing arm, control arm, and suspension mounting points may be reinforced. NO panhard bars are allowed. Stock, aftermarket, and performance sway bars using stock mounting points are allowed. NO multi-piece sway bars are allowed. All four brakes MUST be working! ABS sensors must be disconnected or removed. NO functioning ABS systems allowed. Drilled or slotted brake rotors may be used. Brake calipers MUST be stock (no made for racing brake calipers). Brake cooling ducts allowed on front and rear brakes.

TIRES AND WHEELS

Hoosier 790, 795, or Sportsman tires will be used. Teams may substitute DOT stamped tires with a treadwear rating of 200 or greater (must be clearly marked). May not run Falken Azenis RT660 tires. Tires must be the same all four corners (either Hoosier or DOT radials). Soaking tires or use of any tire treatment, including armor-all, is PROHIBITED. Right side (passenger side) wheels MUST be racing wheel. Stock wheels may be used on left side (driver's side) only and must be sound condition (no cracks or bends). All wheels must be a MAXIMUM of 7" wide and same size wheel per axle. Backspacing of wheels MUST be 2" or greater (no 1" back space). Only 1 wheel spacer per wheel, maximum of 1/4" thick allowed. Tires may not stick out of body more than 2". Track width of 75" MAX (measured with toe plates from outside of left tire to outside of right tire). If your tires stick out of the body too far you may not be allowed to compete. 1" lug nuts are mandatory and lug stud threads MUST be visible above the top of the lug nuts.

WEIGHT RULES

4 cylinder Base Weight

Car Type	Base Weight	Weight Percentage
All FWD Cars except below	2350	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
Variable Cam Timing	+50LBS	
DOHC	+50LBS	

Any local cars with a 4 cyl engine bigger than a 2.5 with maximum overbore of .040 must weigh 2800 lbs minimum

6 cylinder Base Weight

2900 lbs for automatic transmission

3100 lbs for manual transmission

FWD WEIGHT PERCENTAGES

56% left side MAXIMUM

57% MINIMUM and 63% MAXIMUM FRONT

RWD WEIGHT PERCENTAGES

58% left side MAXIMUM

51% MAXIMUM rear weight

Weights may be adjusted for fairness of competition. All ballast (steel, lead) must be a solid mass. Ball bearings, steel shot, sandbag, or similar items are NOT allowed. All weight must be painted white and clearly marked with car number/name for easy identification, and must be securely mounted to vehicle (bolted, welded, etc...). Any weight lost during competition, whether involved in a collision or not, will result in immediate disqualification and possible suspension from future events.

TRANSPONDERS

Transponders must be mounted 150" from the furthest point of the nose using a proper mounting bracket or pouch. Any driver that loses or damages a rented transponder will be responsible for the full cost of a new replacement. You will not be paid any money for the event until your rented transponder is turned in and verified.

ADDITIONAL RULES

Drivers and teams are always required to allow complete and unfettered access to their racing vehicles by any Slinger Speedway Official for the purpose of inspection and rules compliance. Any attempt by a driver, team member, or team representative to limit access to a race vehicle, or to conceal a rules violation from Slinger Speedway Officials, will result in immediate disqualification regardless of the condition of the race vehicle. Disqualification can include: a change in heat race or feature starting position, a change in on-track racing position during a race, a change in heat race or feature race finishing position, or expulsion from the racing event or racing series. Whenever ordered by any Slinger Speedway Officials, the driver is required to present themselves and their car to the inspection area determined by Slinger Speedway Officials on race day. This order may come in form of a verbal notice during the driver's meeting, a verbal notice directly from Slinger Speedway Officials, a notice via radio transmission (Raceiver, etc...), or by hand signals or gestures from Slinger Speedway Officials. IT'S THE RESPONSIBILITY OF THE DRIVER TO KNOW WHEN AND WHERE THEY ARE REQUIRED TO REPORT TO THE TECHNICAL INSPECTION AREA. Failure to report DIRECTLY to the technical inspection area when required will be considered a deliberate attempt to conceal a rules violation and will result in an AUTOMATIC DISQUALIFICATION. IT'S THE DRIVERS RESPONSIBILITY TO BE READY AND KNOW WHEN THEIR PRACTICE, QUALIFYING, AND RACE IS TAKING PLACE. We cannot and will not hold up the show and will not make any special accommodations for practice or qualifying. Any driver required to report to the technical inspection area that deliberately stops or visits their or any other teams pit area, or while in route to the inspection area will be DISQUALIFIED (NO EXEMPTIONS). All race drivers required to report for technical inspection, are required to maintain their race vehicle in the EXACT same condition as was during the race, from the time the vehicle completes the race until technical inspection by Slinger Speedway Officials is completed. Any part removal, part installation, or adjustment to the race vehicle prior to and during the technical inspection process that is not authorized by Slinger Speedway Officials, is considered illegal and result in immediate disqualification. During any cars technical inspections (start of the night, post qualifying, or post race), only the driver and a maximum of one crew member belonging to each race car will be permitted in the inspection area. Any driver or crew member not belonging to the cars being inspected are required to maintain a minimum distance of 15 feet from the cars being inspected. No driver or crew member may refuse, attempt to delay, or in any way limit or prevent Slinger Speedway Officials from performing technical inspections. Violations of these rules will result in the offending team being disqualified. Drivers disqualified from an event will be subject to loss/forfeiture of event championship points, applicable events starting pay, tow money, and event purse payout as determined by Slinger Speedway and the race director. All decisions by the Slinger Speedway Officials on payout, scoring, and penalties are final. Drivers MUST remain with any disabled car to assist track personnel in removing the car from the racing surface and returning the car to the pit area. Drivers with a wrecked or disabled car may not exit their car until instructed to do so by a track or safety official, unless the driver is in direct danger of physical harm (such as fire, leaking fuel, smoke in the cockpit, fumes, etc...). Drivers leaving

their cars to confront another competitor or race official will not be tolerated. Obscene gestures and profanity will NOT be tolerated. Any driver that leaves their vehicle without the permission of Slinger Speedway Officials or track safety personnel will be penalized or expelled. Any crew member that approaches the racing surface for the purpose of confronting a competitor or racing official will be penalized or expelled. Any crew member or family member coming onto the racing surface without permission of Slinger Speedway Officials will be expelled from the event's premises. Penalties for improper conduct may also include fines, suspension from racing events, and or expulsion from the racing series. Our Technical Inspector(s) word is final on car safety, personal safety equipment, and cars meeting these rules. If a Technical Inspector finds something that needs to get fixed, fix it. If a "grey area" is found or may need to implement a penalty, the Technical Inspector will come to management and we will work together to come up with a decision and solution. Do not go to management if you are told something needs to be done or fixed on your cars. If any driver, crew member, family member, or team representative yells, argues, curses, or gestures anything in any way to our tech officials, that team may receive a penalty and/or may be disqualified for that event. Being a tech official is a hard and thankless job and they are there to make sure everyone is safe and is on a level playing field. Slinger Speedway has set these rules to keep everyone safe and as equal as possible for great competition.

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.

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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)