2024 SLMS TECH RULES

Updated As of February 20th, 2024.

NOTICE TO COMPETITORS

- **There have been additions and updates to this rules package for 2024 and it is solely the competitor's responsibility to read the information presented here in order to be informed as well as be in compliance with all aspects of the rules in this document.**

- **For clarification of these rules or for any other technical inquiries please contact either:**
  - **SLMS Tech Director Don Greer at dgreer76@gmail.com**
  - **SLMS Series Director Brent Roy at brent.roy26@outlook.com**

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1. BODIES

1.1 "ABC" style bodies are to be installed as per ABC rulebook, unless otherwise stated
1.2 FiveStar 'GEN6" bodies will be allowed for competition. These bodies must meet all applicable specifications and measurements. No penalties or weight breaks will be required.
1.3 All manufacturer's identification labels must be visible and not painted over.
1.4 Bodies will be standard fiberglass quarter panels, decklid filler, hood, roof and fenders. No carbon fiber pieces.
1.5 Body panels must be mounted as produced. No "pulled in" panels.
1.6 Body minimum height will be 3" instead of 4" as listed in ABC rule book.
1.7 Nose height must not exceed 8" when checking body heights.
1.8 Body air ducts may only allow into the interior, not exhaust it out.
1.9 The rear spoiler must measure a maximum of 60" wide measured from the back side, and 6.5" tall. It must have a ½" split in the center to accommodate the centerline template.
1.10 Approved Lexan rub rail is allowed.
1.11 Hood and trunk lids must be hinged to allow it to be open but remain with the vehicle in the event the car needs to be towed from the track.
1.12 Radiator ductwork must pull air only from the original opening of the nose. No pulling of air from anywhere else. Standard grill screen opening must be always maintained during competition, no tape or other obstruction on the nose allowed. Only manufacturer's standard mesh screen may be used.
1.12.1 Fivestar – 28" x 7.5"
1.12.2 ARbodies – 30" x 7.25"
1.13 Rocker panels must be ABC style only.
1.14 Brake blowers must be installed parallel to ground.
1.15 No rear brake blowers or hoses other than hub mounted fans. Teams will be allowed one duct in quarter windows for driver cooling only.
1.16 No plastic or carbon fiber interior panels.
1.17 No under body air deflectors or panning allowed.

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2. WEIGHT / TREAD WIDTH

2.1 Minimum weight for conventional engines will be 2800 pounds full of fuel.
2.2 There is no penalty for a dry sump engine.
2.3 '604' GM Crate engine must weigh a minimum of 2750 pounds full of fuel.
2.4 Ford McGunegill MEP 425LM and Ford Performance D347SR must weigh a minimum of 2775 pounds full of fuel.
2.5 All cars will have a MAXIMUM of 58% left side weight before, during and after the event. ZERO TOLERANCE. Track scales are final.
2.6 All cars must be full of fuel before the heat race and feature. Fuel must be visible in the filler neck.
2.7 All ballast must be painted white and have the car's number clearly marked on them.
2.8 No weight or other material is to be placed lower than the frame rails of the car.
2.9 Tungsten will not be allowed for ballast.
2.10 Maximum tread width is 66", minimum is 64". Tread width will be measured at ride height. It may be necessary to push the car down to 3" ride height block under crossmember if desired by tech officials.

Engine Options:

1- **Conventional Engine (Steel Head):**
- **2800 lbs w/ 7400 chip**
- **58% max left**

2- **GM sealed crate "604" (w/ MARITIME Seal):**
- **2750 lbs w/ 6400 chip**
- **58% max left**

3- **Ford McGunegill MEP 425LM Sealed Crate:**
- **2775 lbs w/ 6400 chip**
- **58% max left**

4- **Ford Performance MEP 425LM Sealed Crate:**
- **2775 lbs w/ 6400 chip**
- **58% max left**

5- **Mopar ASA 75360 MPST Sealed Crate:**
- **2775 lbs w/ 6400 chip**
- **58% max left**

6- **Note any engine not listed will have to have approval from SLMS before competing. Weight penalties (overall or left side) will be assessed at the discretion of SLMS management.**

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3. CHASSIS

3.1 Frame Rails must be fabricated of a minimum of 2” x 3” steel tubing or larger.
3.2 Minimum tubing wall thickness of 0.083”
3.3 Driver’s side roll cage must have a minimum of 4 door bars and plated.
3.4 Ride Height
- 3.4.1 No formal ride height rule, however the body MUST meet 3” minimum height. In addition ALL vertical heights must pass during pre-race inspection such as crank height and fuel cell.
- 3.4.2 All Measurements will be taken with the driver out.

3.5 Minimum allowable wheelbase will be **101”**. Measurement will be taken from the center of front spindle to the center of the rear axle with a 1 inch side to side tolerance. When possible, measurements will be taken with the Fivestar Referee.

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4. ENGINES

4.1 Conventional Engine Steel Head (option #1)

4.1.1 360 cu.in. Maximum (measured with volume pump or manually).
4.1.2 10.5:1 Maximum compression (10.99 absolute checked with a whistler).
- Measurement of whistler will be final.

4.1.3 Cast iron heads and cast iron block only.
4.1.4 No porting, polishing, blueprinting acid porting or reworking of any kind.
4.1.5 Multi angle valve jobs accepted.
4.1.6 Flat tappet camshaft only.
- Roller camshaft will be allowed with a 25lb penalty.

4.1.7 No mushroom lifters.
4.1.8 No aluminum rods.
4.1.9 Roller rockers allowed.
4.1.10 Must run air filter of some kind.
4.1.11 Any 2 or 4 barrel intake allowed.
4.1.12 The bowl and short turn on the intake side, below the valve seat, may be reworked in as far as the head bolt. Bowl blending below the valve seat on the exhaust side is limited to one inch. Port matching allowed in maximum of ½ inch.
4.1.13 Gasket matching allowed ½ inch only on ports.
4.1.14 Bowl blend on intake and exhaust down ½ inch max below the valve seat.
4.1.15 Minimum Crankshaft height will be 10”.
4.1.16 Engine set back from front most cylinder centered with upper ball joint.
- GM will be 2” setback.
- Ford and Mopar will be 4” setback.

4.1.17 No Australian, New Zealand or other exotic heads allowed.
4.1.18 No Composite, Carbon fiber or fabricated aluminum intakes or other unauthorized parts will be allowed.

4.2 GM sealed crate “604” w/ MARITIME Seal (option #2)

General Motors "604 crate engine" will be permitted. Engine can be purchased through your local GM dealer but must be delivered to Forbes Chev in Halifax or Fox Chevrolet in Fredericton directly from the factory for sealing. The motor can then be transferred to your dealer or picked up at Forbes or Fox.

NOTE: A minimum $100.00 charge will be required for seal installation and recording for inventory of these engines. Please contact Tech Director for further information.

4.2.1 Must use Holley 650 carb. 4150HP # 80541-1
4.2.2 Carb will bolt directly to the intake using a Maximum .065 gasket only. No spacer plate is allowed.
4.2.3 Carb must pass SLMS Gauges.
4.2.4 Engines will be sealed at intake manifold, cylinder head, timing cover and oil pan.
4.2.5 The fuel pump pushrod may be replaced with a COMP CAM part no. 4607.
4.2.6 Original timing cover and harmonic balancer must remain as produced.

4.2.7 Headers must be a 1 5/8” O.D. to a 3/4” O.D. stepped header with a 3” collector.
4.2.8 Maximum RPM limit is 6400.
4.2.9 Minimum crank height of 11”.
4.2.10 Must have Stock GM Oil Pan
4.2.11 All crate engines must be approved by SLMS officials before competition.

4.3 **Ford McGunegill MEP 425LM sealed crate (option #3)**

Ford McGunegill 425 LM "spec/crate engine" will be permitted. Engine can be purchased through McGunegill Engine Performance (MEP www.mcgunegillengines.com). These engines are sealed by MEP and will be required to have registered seals on motors to compete at SLMS events.

4.3.1 Must use Holley 650 carb. 4150HP # 80541-1
4.3.2 Carb will bolt directly to the intake using a Maximum .065 gasket only. No spacer plate is allowed.
4.3.3 Carb must pass SLMS Gauges.
4.3.4 Engines will use McGunegill seals registered with SLMS.
4.3.5 Headers must be a 1 5/8” O.D. to a 3/4” O.D. stepped header with a 3” collector.
4.3.6 Maximum RPM limit is 6400.
4.3.7 Minimum Crank height of 11”.
4.3.8 All crate engines must be approved by SLMS officials before competition

4.4 **Ford Performance D347SR Sealed Crate (option #4)**

4.4.1 Must use Holley 650 carb. 4150HP # 80541-1
4.4.2 Carb will bolt directly to the intake using a Maximum .065 gasket only. No spacer plate is allowed.
4.4.3 Carb must pass SLMS Gauges.
4.4.4 Engines will use McGunegill seals registered with SLMS.
4.4.5 Headers must be a 1 5/8” O.D. to a 3/4” O.D. stepped header with a 3” collector.
4.4.6 Maximum RPM limit is 6400.
4.4.7 Minimum Crank height of 11”.
4.4.8 All crate engines must be approved by SLMS officials before competition

4.5 **Mopar ASA 75360 MPST Sealed Crate (option #5)**

4.5.1 Wet sump only permitted.
4.5.2 Holley Carburetor Model 4150HP # 80541-1
4.5.3 Carb will bolt directly to the intake using a Maximum .065 gasket only. No spacer plate is allowed.
4.5.4 Carb must pass SLMS Gauges.
4.5.5 Engines will use McGunegill seals registered with SLMS.
4.5.6 Headers must be a 1 5/8” O.D. to a 3/4” O.D. stepped header with a 3” collector.
4.5.7 Maximum RPM limit is 6400.
4.5.8 Minimum Crank height of 11”.
4.5.9 All crate engines must be approved by SLMS officials before competition

4.6 **Crate Engine Inspection** - It is important to note that while these engines are sealed, they are still subject to inspection at the sole discretion of SLMS officials. Any engines that are found to have been tampered with in ANY manner will automatically result in disqualification.

4.7 **Crate Engine Repair / Refresh** – Engines may be repaired or refreshed. Engines must have been raced at least one season before refresh will be approved. Procedure will begin by the team contacting SLMS tech officials to identify the condition. The engine shops will be contacted and perform the work. The tech official will reseal the engine after it is repaired/refreshed. Sealing fees will apply.

4.7.1 **Non-Compliance** to this procedure will deem the engine to be illegal and removed from approved inventory.

4.7.2 A List of authorized crate engine repair facilities can be found in the rules section @ www.slms.ca

4.8 GM 604 Engines with the following changes: Timing cover, harmonic balancer (minimum 6”) and oil pan (minimum 6.5”) will be allowed to compete in part-time events. No full-time car competitor is allowed this combination. A minimum of 25lbs penalty will be put on this combination. and adjusted at the discretion of series officials.

5. ELECTRICAL

5.1 Battery must be mounted securely outside of the drivers compartment.
5.2 Drycell battery **MANDATORY.**
5.3 Starter: Car must be able to start under its own power in normal conditions.
5.4 Master Shut-off Switch:
- 5.4.1 Must be mounted in the middle of the car within reach of the driver while belted in the car.
- 5.4.2 Must be accessible to safety workers outside of the car.
- 5.4.3 Must have fluorescent orange around to easily identify it and OFF / ON.

6. IGNITION

6.1 Approved Ignition systems:
- 6.1.1 MSD 6-Series boxes.
  - 6400 (6T)
  - 6401 (6TN)
  - 6420 (6AL)
  - 6430 (6ALN)
- 6.1.2 HEI module – Subject to the same rules as MSD boxes
  - Stock GM 4 pin.
  - MSD 4 pin #8364
  - MSD TCD #83645
- 6.1.3 Crane type Ignition
  - FAST E6 CD #6000-6700
  - Crane HI-6RC CD #6000-6701

6.2 Boxes with external rev limiters will follow the same procedures as MSD boxes.
- 6.2.1 Approved external rev limiters:
  - MSD # 8728 (HEI)
  - MSD # 8738
  - GM 10037379 (6400 or 6401)
  - GM 10037378

6.3 Ignition units may remain in the car for the season. It will not be necessary for the MSD chips to be sealed in the boxes. Will be subject to random inspections.

6.4 Ignition units must remain as produced by the OEM, and may not be altered in any way.

6.5 No crank triggered ignitions allowed.

6.6 Only one ignition box and coil will be allowed.

6.7 Tachometer may be mounted in dash area, no rev limiting Tachometers allowed.

6.8 All ignition systems must be mounted on the far-right side of the dash, out of the reach of the driver when **unhooked**. Digital type boxes must have adjustment dials facing passenger side window. This will be strictly enforced and relocation of the box may be necessary.

6.9 Non N-type MSD boxes (6T, 6AL) are to be wired as follows:
- 6.9.1 6-pin Weatherpack connector (MSD # 8170) must be installed on the box end with the terminal pin assignments as required:

Terminal A- Red (12 volt ignition)
Terminal B- White wire to be made up and installed between the box tach terminal and run to the box end of the MSD connector (# 8170)
Terminal C- Black wire (coil negative)
Terminal D- Orange wire (coil positive)
Terminal E- Green wire (distributor mag -) Original connector is to be removed and this wire is to be routed from the box to the connector (MSD # 8170)
Terminal F- Violet wire (distributor mag +) Original connector is to be removed and this wire is to be routed from the box to the connector (MSD # 8170)

- 6.9.2 The (MSD # 8170) connector will be oriented, so the male terminals are installed in the female connector on the box end and the female terminals installed in the male connector on the car harness end.
- 6.9.3 Non N-type boxes (6T, 6AL) are to run the battery power (red) and the battery negative (black) wires as follows:

- Battery Positive (12 gauge red) is to be installed within a 36” wire run of the box. This may be installed as an example at the battery, solenoid, or battery disconnect switch.
- Battery Negative (12 gauge black) is to be installed within a 12-14” wire run of the box. This should be secured to, as an example, the roll cage near the ignition box.
- Quick connect harness connector for power and ground will be a PICO #1890-11 (12 AWG)

6.9.4 The non N-type boxes (6T, 6AL) are pre-wired from the factory with a short harness to connect the Green (mag -) and Violet (mag +) wires to the distributor. This connector is to be removed and the wires routed in convoluted split tube covering and be installed in cavity E (mag -) and F (mag +) in the box end of the MSD # 8170 connector. This procedure may be done by cutting off the connector and splicing in wire to reach the connector. The made up tach wire from the box terminal to connector # 8170 is to be included in the harness covering the green and violet wires. When completed all three wires are to be enclosed in the approved convoluted wire cover.

NOTE: See Appendix ‘A’ for wiring diagram

6.10 In accordance with rule 5.1, the N-type boxes (6TN, 6ALN) are pre-wired and the connector/pin orientation is as manufactured (NASCAR Rule 20-6.1). The car harness and the male connector/female terminal pin assignments are as follows:

- **Terminal A**- Red Wire (12 volt ignition)
- **Terminal B**- Brown Wire (tach)
- **Terminal C**- Black Wire (coil negative)
- **Terminal D**- Orange Wire (coil positive)
- **Terminal E**- Green wire (Distributor mag negative)
- **Terminal F**- Violet wire (Distributor mag positive)

6.10.1 N-type boxes (6TN, 6ALN) are to run the battery positive and ground as follows:

- The Battery Positive (12 guage red) is to be installed within a 36” wire run of the box. This may be installed as an example at the battery, solenoid, or battery disconnect switch.
- The Battery Negative (12 guage black) is to be installed within a 12-14” wire run of the box. This should be secured to as an example the roll cage near the ignition box.
- Quick connect harness connector for power and ground will be a PICO #1890-11 (12 AWG)

6.11 **Wire Harness** is to be loosely secured to and from the box and be attached so the ***entire ignition harness*** may be removed as necessary. This will allow the wiring to be easily removed from the covering as needed for inspection. **All wires to the distributor must be run separately and not be a part of a bigger loom or wiring harness.** There is to be a rubber grommet installed in the dash sheet metal so as to allow the magnetic pickup wires to run to the distributor. This harness must be able to be pulled through the grommet from either side of the dash. **The harness is to be visible and easily accessible for inspection purposes.**

6.12 **Box Switching**

6.12.1 Any use of another competitors box must have prior approval in person from the team that the box is being requested from. The SLMS Tech director will personally monitor any box switching that occurs.

7. CARBURETOR

7.1 Holley 4412 500 CFM Stock Carburetor.
7.2 Choke horn may be removed with a square cut, no taper or bevel may be cut into the body of the Carburetor.
7.3 Boosters may not be changed. Size and shape may not be altered. Height must be standard. Venturi area must not be altered in any manner. Casting ring must not be removed.
7.4 No polishing, grinding, or drilling holes permitted in the body of the carburetor.
7.5 Base plate must not be altered in shape or size.
7.6 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.
7.7 Throttle shaft must remain standard and must not be thinned or cut in any manner.
7.8 Power valves, and jets may be changed.
7.9 Carburetors must pass all SLMS gauges.
7.10 There must be two return springs on separate brackets.
7.11 A positive throttle stop will be MANDATORY. This is to prevent a possible hung throttle. Throttle stop may be either firewall or carburetor mounted
7.12 Crate Engines:
- 7.12.1 Must use box stock Holley 650 Carburetor 4150HP (#80451-1, #80451-2, #80451-3)
- 7.12.2 Carburetor will bolt directly to the intake using a maximum .065 gasket only.
- 7.12.3 No spacers allowed
- 7.12.4 Must pass all SLMS gauges
- 7.12.5 Replacement Body part #134-346 allowed.

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8. WHEELS

8.1 Maximum width ten inches, measured from bead seat to bead seat.
8.2 Steel wheels only.
8.3 Bleeder valves allowed.

9. SHOCKS

9.1 One shock per wheel, regardless of manufacturer.
9.2 Shocks can be steel or aluminum and rebuildable. Shocks with external adjusters and canisters will be permitted.
9.3 No shock or spring adjustments allowed from the driver's compartment.
9.4 Cars with legal AFCO or QA1 shocks will be allowed 50 pound total weight break.

10. CLUTCH

10.1 Any safe clutch and flywheel may be used.
10.2 Scatter shield mandatory with open clutch.
10.3 Minimum diameter of clutch disc is 5.5”. Must be magnetic steel.

11. REAR END

11.1 The Maximum gear for all cars will be 5.88:1. No minimum.
11.2 No locking type rear ends allowed. Solid spool or permanently locked rear ends only.
11.3 Differential oil coolers are permitted.
11.4 Drive axles must be magnetic steel only. No other material allowed.
11.5 Rear loading or non-quick change differentials only. Front quick change, Ford 9” or other types not allowed.
11.6 Outboard solid drive flanges on rear end may be replaced with rubber drive plates only.
11.7 Lower trailing arms may be solid or have a rubber biscuit on either lower arm. The single panhard bar on the rear suspension will be solid with heim joints on both ends, solidly mounted to the frame on both sides. **No Watts link or similar configurations.**
11.8 The third link should be a single solid bar with one connecting point (heim joint) on each end which can be adapted to a single torque device between the two connecting points. The third link assembly unit must have no more than one bar,one single linear spring, or one bar, one linear spring and one neoprene or rubber biscuit, or one bar and no more than two biscuits. **No “dual action”, “right foot”, “pull bars”, “two way” or similar assemblies. No gas or liquid pressure devices allowed. No shock, torque arm, 6th coils, extra bars, etc.**
11.9 No Titanium Parts.

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12. COOLING SYSTEM

12.1 Radiator must remain stock in appearance and remain in standard position.
12.2 Stock type mechanical water pump only.
12.3 Radiator dust screens permitted. No blocking of air flow from nose to radiator.
12.4 Radiator overflow vent must exit the vehicle at the base of the windshield.
12.5 No antifreeze allowed in the cooling system. **Water only**.
12.6 No cool down units, pumps, exotic fans allowed.

13. TRANSMISSION

13.1 Any two, three or four speed manual with operating reverse. Gears not to exceed 4 forward gears. Must have at least 2 forward gears and 1 reverse gear in working order.
13.2 Clutchless (Bert type) transmissions are allowed.
13.3 Must race 1:1 ratio.
13.4 No gear may be closer than 1.23 to 1. (i.e. 3rd gear in a four speed can't be any closer to 1.00 than 1.23)
13.5 No variable ratio transmissions.

14. TIRES

14.1 The approved tire for competition will be the Hoosier 1070 on 15” x 10” wheels.
14.2 Tires raced on the SLMSeries must be purchased from the host track, the day of the event to be eligible to compete. Tires will be scanned and inventoried.
14.3 Each 150 lap race will be a 4 new tire race only.
14.4 Tire selection will be the inverted finishing order from the previous round.
14.5 Tire selection order for the first race of the year will be a random draw.
14.6 Teams will only be allowed to practice on SLMS tires on race day.
14.7 Teams will be asked to register 1 set of practice tires on their first race. As the season goes on, they will be allowed to mix and match any tires from practice and any other SLMS races to practice on.

15. BRAKES

15.1 Functional four-wheel brakes with a working caliper on each wheel are mandatory. Calipers may be made of steel, cast iron or aluminum only. Cast iron brake rotors only.
15.2 Maximum four pistons per caliper. Maximum one caliper per wheel. Electronic wheel speed sensors or brake activators will not be permitted.
15.3 Fans or blowers in the brake cooling system are permitted. Air may not be blown or forced onto the tire or bead. Air may only be directed to the brake rotors.
15.3.1 **If a team is deemed to have brake hoses not close enough to the brakes, they will be asked to remove them completely at the discretion of the technical inspector.**
15.4 Wheel mounted cooling fans will be allowed.

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16. NUMBERS

16.1 Numbers must be on the roof, readable from the right side of the car, and on both doors, at least 24 inches high and three inches wide.
16.2 Must have a number on the top passenger corner of the windshield.
16.3 It's recommended to have numbers on the nose and tail also.

17. DRIVE SHAFT

17.1 Driveshaft material must be steel or aluminum only. No carbon fiber, titanium, etc.
17.2 Only a one piece driveshaft will be permitted.
17.3 Driveshaft must be painted white (or bare aluminum) and be surrounded by two 1/4" (minimum thickness) safety hoops.

18. EXHAUST

18.1 Mufflers are mandatory on all cars regardless of bottom or side exhaust exit.
18.2 No stainless steel, **Inconel** or carbon fiber headers, mufflers, pipes, etc are permitted.
18.3 Exhaust may be turned down under car or exit out the right door. If exhaust exits under car, exit must point toward ground ahead of the rear axle. If the exhaust outlet exits through the right door it may not extend out past the door panel. Exhaust flange at door must not have sharp edges. The bottom of the exhaust outlet is not to exceed twelve (12) inches from ground at exit.

19. FUEL SYSTEM

19.1 Maximum 22 U.S. gallons.
19.2 Must have at least 8" ground clearance.
19.3 Fuel cell must be mounted behind the rear end.
19.4 An ATL or Fuel Safe FIA /SFI 32.1.certified bag type rubber bladder fuel will be MANDATORY.
19.5 An Oberg Fuel Line Safety Check Valve #SV-0828 (or equivalent) will be mandatory. It must be installed in the fuel supply line close to the fuel tank.
19.6 No horseshoe or "U" shaped fuel cells. The front side of the cell is to be no closer than 11" to the back of the rear end tube.
19.7 No oxygenated fuels allowed.

20. DRIVER'S COMPARTMENT

20.1 All cars must have a safe roll cage, constructed of 1-3/4" O.D., .090 wall steel tubing. The base of the upright members must be solidly welded to the frame rails.
20.2 Cage must be reinforced by side-to-side members.
20.3 Four side bars on drivers' side are mandatory.
20.4 All roll cages must be approved by the technical inspector.
20.5 All roll bars within drivers reach must be padded.
20.6 All cars must have an approved window net, properly installed in the left window opening and must have a **latch type quick release**. No string type nets allowed.
20.7 All cars must be equipped with a quick release steering wheel. Center of the wheel must be padded.

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21. BUMPERS

21.1 Maximum 2" diameter pipe or tubing.
21.2 **TOW HOOK/LOOP** must be installed in both front and rear of the car to allow for recovery vehicles to quickly lift cars and move them to the pit area. Recommended installation would be a steel cable and/or bracket attached to the frame rails or cage and accessible when the hood and/or trunk lid are opened.
21.3 All bumper bars including the right side door bar must be magnetic steel.

22. COMMUNICATIONS

22.1 Any team using talking and/or listening devices MUST provide track officials with all their frequencies. Only 100, 400, and 800 MHZ frequencies are allowed. NO 900 MHZ frequencies. All frequencies must be able to be monitored by official's multi-channel scanner with NO modification.
22.2 All frequencies MUST be able to be monitored by track officials. No scrambling allowed.
22.3 A scanner (monitoring track officials) must be attached to a spotter with direct communications to the driver.

23. SCORING DEVICES

23.1 Transponders will be available at the track on race day.
23.2 TRANSPONDER LOCATION
23.2.1 **Transponder mounting bracket will be installed on the inside of the left rear frame rail. The bracket must be mounted 10.5" from the rear edge of the 3 inch axle tube to the center of the mounting bracket and the transponder must be vertical to the ground.**
23.2.2 (See APPENDIX "C")

24. DRIVER PROTECTION

24.1 The use of a SFI 38.1 head and/or neck restraint system is **MANDATORY**.
24.2 Aluminum or carbon fiber full containment seat is **MANDATORY**. Seat must be secured to the roll cage with a minimum of six (6) grade 8 fasteners.
24.3 Full face helmets MANDATORY. **SNELL Standard SA2015 will be the MANDATORY minimum Standard.** Helmet must accompany the vehicle at time of inspection.
24.4 The HANS device tether straps will be inspected. While not mandatory, the straps are recommended to be replaced either every 5 years or immediately after hard impact.
24.5 Full fire suit in good condition is mandatory and must be used whenever the car is on the track.
24.6 SFI rated shoes and gloves are MANDATORY.
24.7 An approved fire extinguisher dated for the current year must accompany the car at all times. Fire extinguisher must be a minimum of 2.5lbs.
24.8 An onboard fire suppression system is strongly recommended.
24.9 5 point seat belt harness mandatory. **Must be 2022 or newer.**
24.10 **A fire extinguisher of a minimum 5 lb. must be clearly visible in the teams pit area. Extinguisher must display car number on the side.**

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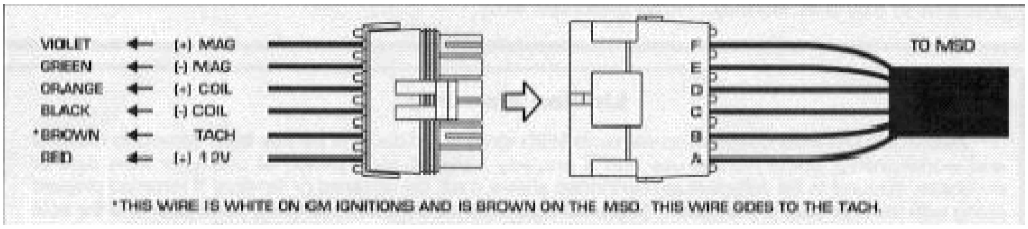
25. MISCELLANEOUS

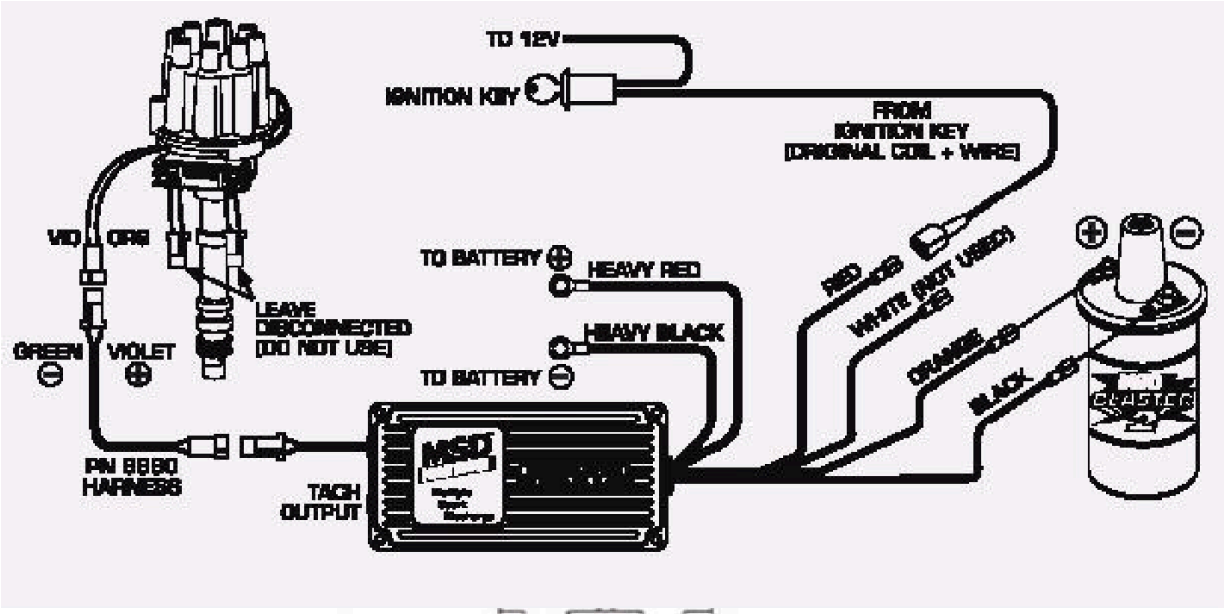
25.1 **Any misinterpretation of the rules will be subject to a final decision by SLMS officials.**
25.2 No electronic or manual traction devices of any kind on the car or on the person of any crew members.
25.3 No onboard wedge adjustments permitted.
25.4 Any new technology equipment must be approved by SLMS before it can be used.
25.5 SLMS reserves the right to amend any rule with prior (fair) notice to competitors.
25.6 No carbon fiber parts (unless otherwise specified).
25.7 No titanium or other exotic metals allowed. All fasteners must be magnetic steel only
25.8 No digital gauges, or electronic monitoring computer devices capable of storing or transmitting information (except analog tach) are permitted. Only analog stepper motor type gauges are allowed.
25.9 No wireless devices of any kind allowed.
25.10 No data acquisition equipment/wiring is allowed in the car at any time on race day.
25.11 SLMS reserves the right to confiscate and retain any parts or components that are deemed to be non-conforming to the rules set forth in these pages. The decision of track management will be final.
25.12 Any car that fails inspection must be reinspected before it is allowed to compete at the next event.

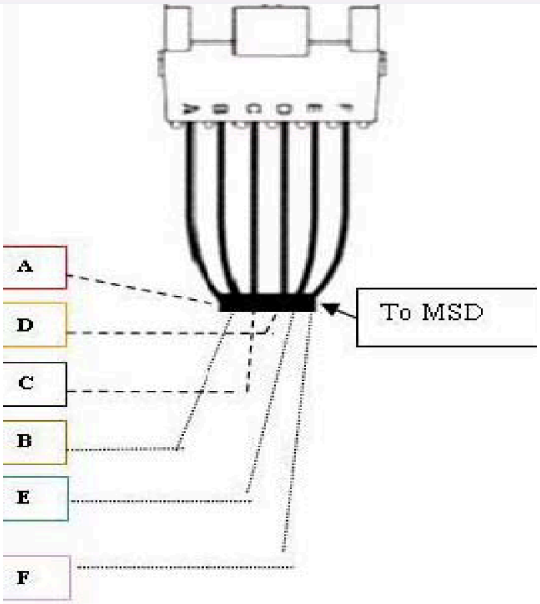
NOTE: For clarification of these rules or for any other technical inquiries please contact:
-SLMS Tech Director Don Greer at dgreer76@gmail.com
-SLMS Series Director Brent Roy at roy.brent26@gmail.com

2024 TECHNICAL RULES

APPENDIX “A”: IGNITION WIRING DIAGRAMS







(A), (B), (C), (D), (E) and (F) to the 8170 Connector.
(G) Maximum 36” (H) Maximum 12” (quick-connect plugs recommended)

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APPENDIX “B”: 2003 AND OLDER BODIES

1.1 All bodies must be stock appearance, steel, fiberglass or aluminum.
1.2 Bodies must be installed to meet ALL FiveStar dimensions and angles.
1.3 Bodies must meet FiveStar templates with slight (approx 1/2 -3/4") tolerance at the base of windows.
1.4 All vertical measurements will be made with **driver OUT of car.**
1.5 Roof height must be a minimum of 46". Measured 10" from the top of the windshield on center.
1.6 Max deck height will be 34.0" from the ground to the top of deck at base of spoiler (Dimension K).
1.7 With the roof height at 46” and the rear deck height at 34 ½” the gap between the template and the rear deck will be no more than ¾ ” at the base of the rear window and taper in a straight line to 0 at the spoiler.
1.8 Template is expected to fit tight in all other areas.
1.9 Nose must fit nose template with hood on and must comply with Dimension A.
1.10 Rear deck lid must NOT be riveted to the body. Must be hinged or made easily removable. Rear deck must not be dished or raked side to side. NOTE: The deck lid opening must be a minimum of 48” wide by 12” deep. This will allow access to fuel cell for safety and inspection.
1.11 You are allowed a 6.5" high, 60" wide rear spoiler, with no side boxing.
1.12 Rocker panel/skirt must run perpendicular to the ground. (I.e. straight up and down)
1.13 Hood must be minimum of 15 lb, if weight must be added it must be molded into the hood and centered.
1.14 Body and window panels must be braced sufficiently to prevent bowing at speed. Rear window brace MANDATORY.
1.15 No cut down fenders or rear bumper covers.
1.16 Body MUST have min 3.5" ground clearance at all points.
1.17 Must run rear window.
1.18 Passenger AND drivers side **VENT** windows are permitted. <u>They are not to be longer than 12” from</u> the bottom corner of the “A” pillar rearward. Rear of window must be 90 degrees straight up and not bowed out.
1.19 Floor plate must be a minimum of 1/8 inch thick metal.
1.20 A plate of 16 gauge metal approximately 15" x 30" must be mounted on driver's door between skin and roll cage.
1.21 All jack positioners on cars must be positioned flush with or hidden beneath the door skin.
1.22 Exterior rub rails will not be permitted.
1.23 Non-conforming body clause: Long quarter paneled (+3.0”) cars will be permitted to run limited events provided they run a 5.0” x 60” spoiler. Events allowed include up to three regular race weeks in addition to the 100 lap events and the Peterbilt Stock 250.
1.24 ARP Monte Carlo (2002-2003) will be allowed to compete but must fit Fivestar roof template and measurements. Also ARP body must run 5” spoiler. If 2003-4 nose is run car will carry a 25lb penalty. If right side deck exceeds 5.0” car will carry additional 25lb penalty.

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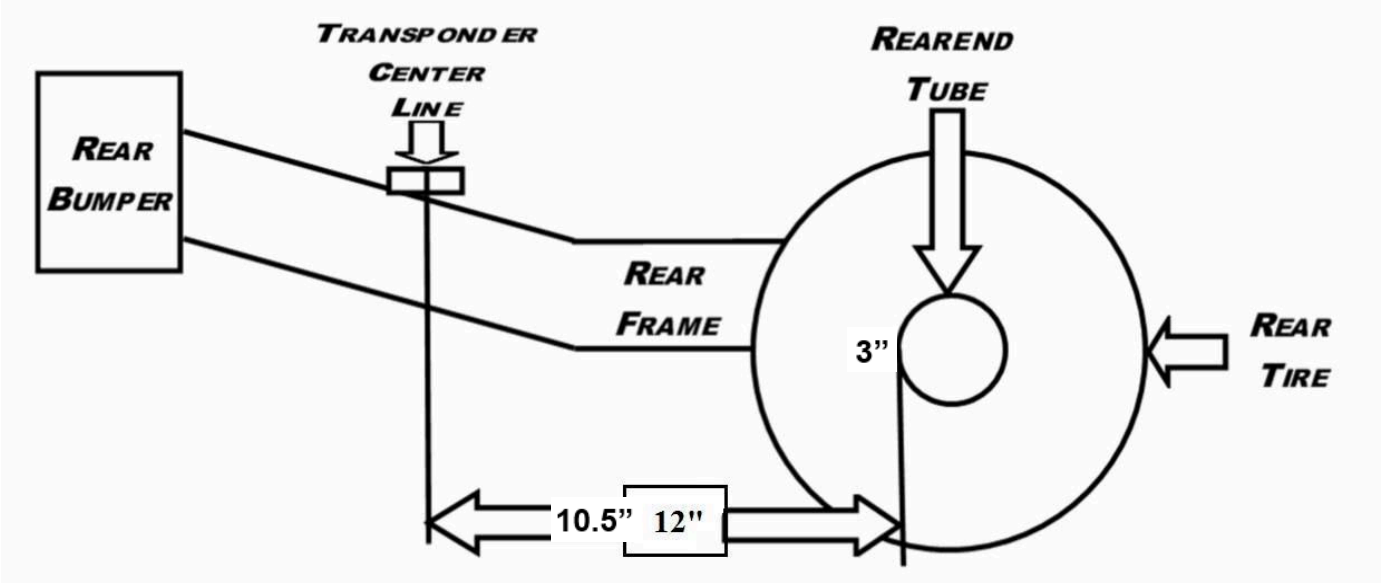
APPENDIX “C”: TRANSPONDER LOCATION



Transponder mounting bracket will be installed on the inside of the left rear frame rail. The bracket must be mounted 12” from the rear edge of the axle tube to the center of the mounting bracket and the transponder must be vertical to the ground.