



40K Series Rules

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1. Competition Vehicles

1.1. Vehicle Eligibility

- A. All year makes models are eligible to compete, however they must be considered a production vehicle. Kit cars are not permitted
- B. There are no body type / production limitations on vehicles. Coupe, Sedan, convertible etc is all permitted.
- C. All vehicles must retain factory frame or unibody structures between the strut towers.
- D. Any vehicles that have been modified otherwise must be approved prior to the event.
- E. Any vehicles that do not meet the above criteria must email the technical director for approval.
- F. The Vehicle you qualify in, is the vehicle you must compete in for the remainder of the weekend.
- G. Vehicles must remain leak free at all times, this includes but is not limited to, Oil, power steering fluid, fuel, water etc. We reserve the right to disqualify or have a driver call his five-minute time out in the event a leak appears during competition use.
- H. All vehicles must run the Slyde Factory 2022 windshield banner to be eligible for competition, banners are provided to you the first time you register. Should you remove your banner, replacement banners are \$40 each and can be purchased in advance or the day of the event.
- I. Failure to run said windshield banner is an automatic disqualification for the driver/car.

1.2. Vehicle Event Technical Inspections

- A. Technical inspections will be performed on all vehicles and safety equipment, prior to any racing activities. This includes qualifying, competition, practice etc.
- B. We reserve the right to have our technical team inspect any vehicle at any time for any given reason.
- C. If a vehicle obtains substantial damage from an accident, it must be reinspected prior to resuming competition.
- D. The technical inspection does not in any way change or affect the fact that a driver, the crew members and the vehicle owner are responsible for the safety and operation of the vehicle and equipment.

1.3. Participant / Maintenance Requirements and expectations.

A. Teams must take whatever steps necessary, which is to be determined by our technical director, including tear down, removal of parts etcetera to inspect race equipment. Slyde Factory is not responsible for payment, damages or loss to the participant as a result of the inspections.

B. It is the responsibility of the team to maintain a vehicle's eligibility and adhere to all rules. This includes after the technical inspection.

C. Should an issue arise in protest, that is unclear, not covered in the rulebook, or a rare occurrence that was unforeseen, the Slyde Factory staff reserve the right to make a judgement call using their best discretion on any and all rules in the rulebook and situations that are not covered in said rulebook.

1.4. Vehicle Damage

A. If a vehicle is damaged due to an accident on track, the vehicle must be inspected prior to being allowed back into competition.

B. It is the responsibility of the team to notify the technical staff of any and all damage.

2. Roll Cage

2.2. General

A. All roll cages must attach to the chassis in a minimum of six points

B. If you do not have a cage, you must acquire approval from our technical director prior to the event

C. Gusset plates are allowed along the A/B pillar bars as well as the roof structure.

D. Bolt in roll cages are permitted with approval from our competition director.

E. Plating of the chassis is allowed.

F. Additional reinforcing bars, gussets, or supports are permitted within the roll cage.

G. Modifications to the chassis or notching of the chassis for roll cages must be approved by the technical staff.

2.3. Padding

A. Padding is highly recommended wherever a driver/passengers head may come in contact with the roll cage.

2.4. Roll cage material/mounting plates

A. Must be seamless 1020 1025 Mild steel, DOM, or chromoly tubing.

B. ERW is not permitted for roll cages.

C. Minimum of 1.5 x .095 inch for all materials.

D. Each mounting plate or box must be fully welded to the vehicle

E. Any number of tubes can attach to the plate/box or each other.

2.5. Main Hoop

A. Must be made from a single piece of tubing, nothing cut or welded

B. Shall extend the full width of the drivers compartment and be as close to the roof as possible.

C. Maximum of 4 bends totaling 180 degrees +/- 10 degrees

D. Diagonal brace must attach to the driver's side upper corner of the main hoop and then attach to the opposing leg.

E. The harness bar / horizontal brace must be no higher than shoulder height and attach to both legs of the main hoop.

2.6. Front/Side Hoops

A. Front hoops, side hoops or down tubes shall begin at the floor and connect directly to the main hoop. Must be connected as a single piece of tube.

2.7. Rear Hoop Supports

A. Must have two braces extending to the rear of the chassis off the main hoop.

B. Braces need to be at an angle of at least 30 degrees.

C. No bends are allowed on rear braces.

2.8. Side Protection

A. Must have a minimum of two door bars across each door.

B. May be parallel or x shape.

C. If door bars do not intersect, a minimum of two vertical supports are needed.

D. Nascar style door bars, bars that bend out into the door, require three vertical supports.

2.9. Anti-Intrusion Bars

A. While not required, vehicles that do have them will have one tube extending forward from each down tube and one tube from the base plate forward to the firewall.

3. Electrical System

3.2. Master Cutoff

A. All vehicles must be equipped with a master cutoff switch. This must be wired in a way to completely shut off all engine and electrical system power except for a fire suppression system.

B. Must be mounted in a location easily visible to our safety workers and must be clearly marked with a decal. Can be a switch or a cable pull if the switch is under the hood.

C. Must be easily accessible with the hood open or closed.

3.3. Battery

A. Must be securely mounted and the positive terminal completely insulated to avoid contact with any metal in the car. A battery cover is recommended.

B. Max of 2 batteries per vehicle.

C. Battery relocations are permitted

D. If battery is located in the driver's compartment it must be in a sealed battery box and properly vented.

4. Chassis and Drivetrain

4.1. Body Panels

A. Body panel mounting and modification is open and free. However, should a door, trunk etc come off during competition, outside of a contact incident, it will be deemed an automatic ZERO for that run.

B. One-piece front ends are prohibited.

- C. Bash bars, crash bars etc must roughly conform to the shape of the vehicle and not exceed past the ends of the vehicle as a way to deter chase drivers.
- D. Doors need to be securely fastened with OEM hinges; quick release doors are not permitted. Carbon fiber / fiberglass replacements are permitted. Door latches must be operational.
- E. Wings are fully permitted with no restrictions.
- F. Hood pins are permitted, with the removal of the stock latch assembly.

4.2. Brake System

- A. Primary brake system must operate all 4 wheels. No suicide brakes.
- B. Brake bias is permitted, front to rear only.
- C. Dual Master cylinder pedal assemblies are permitted.
- D. Brake lights must function with the ignition turned off, only the master kill switch on is required for operation. There must be an LED brake light strip across the top of the windshield. This strip must illuminate only with the brake pedal, not the handbrake.
- E. Handbrakes are permitted as dual caliper or pass-through systems.
- F. Secondary handbrakes must only operate the rear wheels.

4.3. Wheels/Tires

- A. Bead locks, screwing tires to the wheel, gluing tires, VHT soaking your tires etc is all prohibited. Doing so if caught is an automatic disqualification.
- B. Tires Must make 2 complete laps in competition, changing of tires between runs is not permitted.
- C. Tires that de bead or become flat as a result of a dirt drop or contact with another car will be permitted to be changed.
 - C.1. Tires may not be changed only rebeaded, and if Slyde Factory official deems that the tire was de beaded due to an on-course driver mistake, low tire pressure, etc.
 - C.2. Drivers if permitted to rebead tires must have a 5-minute time out to use for the weekend and it must be completed within 5 minutes just like a normal time out, if a driver does not have a 5-minute time out the driver must forfeit that run / battle.
 - C.2.1. Drivers are not permitted to run with a flat/debeaded tire.

D. Wheels/Tires must be DOT approved for use on a passenger car. They must have a tread wear rating stamped on the sidewall and may not be wider than 255.

E. Center lock, mono lug and center lug wheels are not allowed.

4.4. Cooling System

A. Modifications are open and free but must be closed and leak free. Leaks are at our discretion.

B. Water sprayers are allowed, but must not be leaking on track or grid.

C. Cooling lines that run through the driver's compartment must be sealed off from the driver with either metal shields or fire sleeve.

D. Radiators located in the drivers compartment must be firewalled off from the driver.

E. Cooling systems need to be filled with water or track safe coolant only. Additives such as water wetter etc are allowed.

F. Overflows are required and must be securely fastened and sealed from the driver.

4.5. Oil System

A. Modifications are open and free but must be closed and leak free. Excessive leaks are at Slyde Factory official's discretion.

B. If the oil tank is located inside the drivers compartment it needs to be sealed off by a metal enclosure from the driver.

C. Oil Catch tanks are required if not using the factory PCV system.

D. No Mounting of any oil system over the exhaust.

4.6. Fuel System

A. Fuel system design is open; however, you can only run gasoline or ethanol blends.

B. Safety fuel cells are required for all non-stock tank locations.

C. Fuel cells must consist of a fuel bladder enclosed in a metal container.

D. Fuel cell structures / cages must be fully welded into the vehicle.

E. Factory fuel tanks are permitted in the factory locations only.

- F. Fuel cells must be completely firewalled off from the driver's compartment.
- G. Floor pans may be modified to fit fuel cells and lines.
- H. Fuel cells are required to have a flapper valve or ball valve (rollover valve) installed.
- I. Fuel cells are required to have a vent that exits outside the car.
- J. Fuel lines must be routed in such a way to not interfere with moving parts of a vehicle.
- K. Fuel lines through the driver compartment must be near the trans tunnel and fully encased inside a one piece steel or aluminum conduit that protrudes through the front and rear firewalls.
- L. Dry break fuel fillers may be attached in the quarter windows, rear windshield or trunk lid.

4.7. Nitrous Oxide

- A. Nitrous bottles must be securely mounted and protected inside the factory frame rails or tubular bumper structures.
- B. Automatically controlled bottle heaters or commercially available bottle heaters are permitted. Use of torches or any other methods is prohibited.
- C. Plastic bottle brackets are prohibited.
- D. Nitrous bottles located inside the driver's compartment require a blow down or vent tube that exits outside of the vehicle.

4.8. Exhaust System

- A. Exhaust modifications are free, but must exist past the rear axle.
- B. Mufflers are not required.

4.9. Transmission/Starter

- A. Must have an onboard starter and power supply that operate properly at all times.
- B. Must have a functioning reverse gear.
- C. Transmission and final drive gearing is open, but may only operate the rear wheels.
- D. Shifter/Shift linkage must be covered with either a metal shield or a shift boot.

E. Clutch release must be manually operated by the driver's foot with not automated, timers, pneumatics or electric shifting mechanisms. Each shift must be a function of a driver and controlled manually.

E.1. If you have a disability that requires the use of these please email our technical director!

4.10. Windshield/Windows/Mirrors

A. Windshields/Windows must be OEM glass or Lexan.

B. Lexan windshields need to have a vertical center brace.

C. Two external, rear facing mirrors are required.

4.11. Hood Pins / Towing Apparatus

A. Hoods pins are only permitted with the removal of the stock latch system.

B. Vehicles must be equipped with a front and rear tow strap/hook etc.

C. If not clearly visible, position of tow apparatus needs to be marked.

4.12. Lights

A. All OEM lights must remain in place, headlights, tail lights, and brake lights.

B. These must function normally at ALL times.

C. Brake lights/Tail lights may only be red in color.

D. Headlight replacement and modifications are only allowed with approval from the technical director. No LED Light bars.

E. Electrical, mechanical, or hydraulic cutoff switches, relays or anything else that renders the brake lights, including the LED strip above the windshield, inoperable is prohibited.

4.13. Steering Wheel

A. Any steering wheel is legal for competition use.

5. Driver Safety Equipment

5.1. Helmet

A. All drivers are required to wear a safety helmet while on track. Only helmets that are Snell, SFI, or FIA rated are permitted. SA2015 or newer.

B. Full-Face helmets are required.

C. Helmet visors or appropriate eye protection must be worn on track.

D. Chin straps must be buckled on track.

5.2. Driving Suit

- A. A minimum of an SFI 3.2A/1 suits are required for competition use.
- B. Fire retardant gloves, shoes and socks are highly recommended.
- C. At a minimum, closed toed shoes are required. No open-toed shoes or clogs.

5.3. Seats/Seat Belts

- A. Seats need to be in good working order, not cracked etc.
- B. Seats need to be properly mounted to the rails and contain all hardware. Rails properly secured and feeling sturdy.
- C. Factory floor pan must remain intact with the exception of S chassis that are permitted to remove the cat hump for seat brackets.
- D. Minimum of a 4-point harness is required.
- E. Must be properly routed and in good standing order. No rips or tears.
- F. Stock seats with racing harnesses are not permitted, unless a vehicles stock seats were designed for them. Two holes in the backrest for the harness to pass through will be required.
- G. Stock seat belts with racing seats will also not be permitted.

5.4. Arm/head/neck restraints

- A. Arm restraints required in a convertible. Head and neck restraints recommended for all drivers.
- B. All devices must meet SFI Standards.
- C. After any significant impact, it's highly advised these be replaced.

5.5. Fire Suppression / Extinguishers

- A. All vehicles must be equipped with either an on-board suppressions system or a minimum 4lb fire extinguisher. These must be within reach of the driver while strapped into the seat.
- B. Needs to be mounted so that it can be removed easily to verify charge or have a gauge. Wire tying to a roll bar is not permitted.
- C. Suppression systems need to have a nozzle in the driver compartment, engine compartment, and in the fuel cell area.

Points Structure

Points will be awarded in descending order according to finishing position starting with the winner receiving 64 points. 2nd place 63, 3rd place 62 and so on. If you are eliminated in the very first battle of the round of 64 you will be awarded 1 point. Eliminated in the 2nd battle receives 2 points and so on.

The winner of each event will receive a 25 point bonus

2nd place	20 points
3rd place	15 points
4th place	10 points.

Example #1 IF you finish 3rd in the event you will be awarded 62 points plus a 15 point bonus for a total of 76 points. $(64-2+15=76)$

Example #2 IF you make the top 32 and are eliminated in the 3rd battle of the round you finish 30th and are awarded 34 points. $(64-30=34)$

Example #3 IF you make the top 16 and get eliminated in the first battle of the round you finish 16th and are awarded 48 points. $(64-16=48)$

This structure stresses consistency and makes each position count

Judging Criteria

Qualifying

Slyde Factory will not utilize a standard qualifying procedure. Instead, at the first event we will use a blind draw to align the starting grid. The remaining events of the year will be seated by points.

To be eligible to receive points you must purchase the season pass at the beginning of the year.

Competition Judging

We will judge by 3 criteria. Line - Angle - Speed

Line

The course line will be based on the line set before the Saturday morning drivers meeting. Line score is based on the driver putting the car in the correct places on course while maintaining drift, how the car transitions into specific zones, where the car is located in relation to the beginning and ending of each specific zone, and how close the nose of the car is to any inner clips.

Angle

Drivers will be scored on their ability to maintain smooth and consistent angle throughout the course while not losing speed in non-deceleration zones. Drivers will receive the maximum number of points by having quick transitions and no adjustments to angle throughout each turn. Drivers need to commit to their angle and be able to maintain it throughout each turn.

Speed

Drivers will maintain a fast momentum based run throughout the course.

"Parking" your car at the entrance of each turn and launching back out to achieve separation from the chase car on a lead run will be penalized. Left foot braking will be closely monitored. If the lead car breaks the momentum of the chase car the lead car will be penalized. If the lead car brakes causing the chase car to come in contact with the lead car, the lead car will be considered at fault.

Drivers should strive for big angle commitment on entry and throughout zones. Using your cars angle to slow down while on line instead of braking will result in a better score.

In between zones and points drivers should strive for smooth, full throttle transitions.

Be smooth. Make the lap look easy, make smoke, make noise, use the whole track edge to edge at big angles with smooth transitions will result in the best scores.

Clipping zones / points

Course markers will be set up on track to designate outer zones and inner clipping points. Drivers are expected to get as close to these markers as possible without hitting them. Nudging a marker or barely moving it will not affect the driver's score. If the driver knocks the marker down or moves it a significant amount the

driver will have some points deducted from their qualifying score. If a driver hits a rear zone marker with the center of the rear wheel or forward, they will receive a zero for that run. If a driver hits a front clipping point marker with the leading side of their car, they will receive a zero for that run. If a driver drops a tire that will be a big deduction. If a driver drops 2 tires that will be a zero.

Initiation

There will be a signal light to start each round. When the light goes green. Go!

The chase car may NOT jump the start. If the chase car jumps the start a restart will be called. Do it twice and lose the round.

The Lead car will negotiate a chicane without hitting any cones. If the leader hits a cone a restart will be called. Do it twice and lose the round.

An initiation cone will be placed before the first corner. You will be required to be slydewayz by that cone.

Should a lead driver go past this cone without initiating, a restart will be automatically called.

Chase drivers, do not impede the lead drivers' line for any reason. The lead car has the right of way at all times.

5-minute calls

If a driver fails to make it to the line for either of their competition runs for any reason, they have the option to use their 5-minute time out. However, this will use their one and only 5-minute time out for the entire event.

Elimination Rounds

Drivers will be paired against each other in a knockout style. Each battle will consist of two laps, the higher seated driver will lead the first lap and follow for the second lap.

Lead Car Duties

Lead cars need to run as close to a perfect lap as possible. They need to fill all the zones, be on the correct line, and carry the correct amount of angle while carrying as much speed as they can.

Chase Car Duties

Chase cars need to follow the lead car as closely and consistent as possible while matching the lead cars angle and speed throughout the course. The chase driver should not impede the lead drivers line, pass the lead driver, or be in front of the lead driver. Slight bumps and taps from the chase driver are okay but cannot be hard enough to affect the lead cars line or momentum.

Once you are past the burnout box you (or your team) may not put hands on your vehicle for any reason other than to check tire pressures or use water sprayers without calling a 5-minute timeout. If you do, it will result in an automatic forfeit of that run.

Tandem Zero

Things during a battle that will result in a zero:

- 2 or more tires off track
- straightening or loss of drift
- spinning out or opposite drift
- opening of hoods, doors, trunks, etc not as a result of contact
- failure to be at the starting line when it's your time to run.
- being at fault for contact that results in the other car making a major mistake.

Unsportsmanlike Conduct

Hitting a rear zone marker with the center of the rear wheel or forward

Hitting a front clipping point marker with the leading side of the car

If the follow driver does something that results in a zero, the lead driver **MUST** still complete the lap successfully or both drivers will receive a zero for that lap.

If the lead driver does something that results in a zero, the lap is over at that point and the following car no longer is required to complete the lap.

Collisions

Collision fault is at the discretion of the judges! They will each get a say in who is deemed at fault.

Rubbing and bumping is not encouraged. Control your car. Chase cars being overly aggressive will not be tolerated nor will intentionally trying to run over the lead car.

Brake checks, "parking the car" in the corner, or intentional changing of the line, etc. from the lead driver to cause a collision will not be tolerated. Extreme cases will be grounds for disqualification.

The driver who is deemed not at fault, will be allowed to work on their vehicle for 15 minutes.

If the car deemed not at fault is unable to be fixed within the allotted time, they would move on in the bracket, but would not be permitted more time to fix their vehicle.

Example: Car B Hits

Car A in the great 8. Car A cannot be repaired. Car A moves on to the final 4 but would not be permitted to battle in the final four. Car B is out in the 8.

Should this occur in the final battle of the evening, we reserve the right to award extra time to the car not deemed at fault to fix their vehicle! We all want to see a final battle.

The driver who was at fault, will be given no time to work on their vehicle, however they can use their 5-minute time out.

5-Minute Timeouts Final battle time limits

5-minute time outs may be used in the event you need time when you are required to be on grid and cannot be.

You are only allowed ONE 5-minute timeout per event.

5 minutes can be used in addition to the 15 minutes for a non-fault collision

If you have to run back-to-back battles, such as when we get down to the top 8, drivers will be permitted 7 minutes to refuel and change tires on the vehicle. This is not a protest able timeframe, and is solely at the discretion of the Slyde Factory officials.

Eliminations

Judges are permitted to talk with each other but are not permitted to show or tell their score for each car to each other.

At the end of the battle the judges will select a winner independently and then give that winner to a Judge Liaison who will announce the winner of the battle.

If a judge's selections do not result in a clear winner a one more time will be called and the drivers will battle again.

A one more time will consist of a full battle for 2021 and can go as many times as needed.

Should a battle go one more time drivers will be given some time to change tires and cool their cars off.

Protests

To protest a Judge's call, you need to speak with the Grid Manager (who will be announced in the drivers meeting), The Grid Manager will speak to the judges before allowing the protest to move forward. The protest fee is \$250 CASH. It must be presented at the time of the protest.

If you win your protest, you keep your money. If you lose your protest, the money will be split between the other driver and the series.

Drivers and crew are not permitted to approach the judges tower for ANY REASON.

This will result in an automatic disqualification of the driver and dismissal of any protest.

Judges have a ten-minute time limit from the moment the protest form is turned in to render a decision and relay it to the liaison, after the decision we are returning to battles.

The Grid Manager will deliver the decision to the driver and give them the reasoning the judges said, drivers are not permitted to approach the judges tower or argue the decision. The decisions are final, if you don't like the decision, we make ourselves available after each event to talk, feel free to come discuss it with us.

You cannot protest a subjective call, or section of a run.

Example: You cannot protest something such as I had more angle through this section. These are subjective based calls and not open for dispute.

Acceptable Protests:

Driver A made a mistake that should equal an automatic zero or Driver A made a mistake that was scored a zero and should not have been.

Example B: Driver A caused Driver B's mistake by doing something they were not supposed to. Driver A slowed in a non-deceleration zone and caused Driver B to go off track.

Media footage collected outside of our approved media team, and judges tower is not approved for use in a protest review.

Cell phone footage is not admissible, do not bring us media that is not ours for a protest. It will not be used.

Judges can ask any official track staff for information on runs that are in question

DO NOT approach the judges, or other event staff for any reason during the event pertaining to a judging call or you will be disqualified. If you have questions/ comments/concerns about your battle but are not protesting, wait until the event is completely over to discuss with the judges or track staff.

Protesting Times

- o Top 64 within 15 minutes of your last battle.
- o Top 32 before Start of top 16
- o Top 16 before the start of top 8
- o Top 8 before start of top 4
- o Top 4 before the finals

If the judges cannot conclusively verify a protest is valid after reviewing footage, the original call will stand and the protest money will be forfeited.

Bracket System / Placing System

Bracket is a traditional basketball style bracket based on your qualifying score.

1st vs. 64, 2nd vs 63, etc., etc.

We will be going 64 to 32. 32 to 16. 16 to 8. 8 to 4. 4 to 2 to a winner.

First and second will be decided by the two cars in the finals.

Third and fourth place is to be decided by the two cars who lost in the semi-finals.

5-6th place will be decided from the two highest seeds from the 4 cars who lost the quarter final battles.

7th and 8th will be decided based on their seeds

From 9th on is decided by who won and who lost each battle all the way back to 64.

We will declare a Slyde Factory \$40K Series Champion. There will be prizes to be determined.

To be eligible to receive points and win the championship you must have purchased the season in advance.