



## **2011 OFFICAL RULE BOOK**

**ROOKIE & REGULAR  
270 SPRINTS**

**600 WINGLESS SPRINTS**

**JUNIOR & ALLSTAR  
SLINGSHOTS**

**STAGE ONE MODIFIEDS**

**Xcel 600 SPORTSMEN**

**Practice: 5:00 pm**  
**Races Start: 6:00 pm**

Points Season

April 9<sup>th</sup> - September 24<sup>h</sup>

**\*\*\*NEW FOR 2011 – TWO DROP WEEKS WILL BE USED  
FOR A DRIVER IN ANY DIVISIONS**

**Entrance Fees**

*For both Friday and Saturday nights*

**Driver:**            Pit Pass - \$20.00  
                              Class Entrance - \$20.00

**Non-Driver:**      Pit Pass - \$20.00

**No refunds of any kind will be giving at any time. This includes, pit pass fees and class competition fees.**

## **RACE RULES AND PROCEDURES**

START OF RACE – All Sprints classes will start & restart each race with a double file start, the double file starts will continue to be the starting format until the halfway point in laps or the halfway in time limit has been reached. A single restart session will be attempted for 3 consecutive attempts. If a double file restart can not be reached after the 3<sup>rd</sup> attempt, the remainder of the race will be restarted single file.

All Slingshot classes will start & restart each race with double file starts until halfway point in laps or the halfway in time limit has been reached.

Stage One Modifieds & 600 Sportsmen classes will start & restart each race with double file starts until halfway point in laps or the halfway in time limit has been reached.

**OFFICIAL START OF A RACE-** If the leader (first position) takes the green flag and the green lights around the speedway are turned on, a official start will be considered. If an accident occurs and a car(s) do not cross the starting line, the car(s) will be scored and paid in the order they started at the rear of the finishing field. Example: car #1 starts 15<sup>th</sup> and breaks coming out of turn 4 while the green lights are on. If the car can not continue the car will be scored and paid for the 24<sup>th</sup> position.

**BLINKING YELLOW LIGHT** – Means the race is ready to begin. The track entrance will be closed at this time. Any car that spins, stops or is involved in an on track incident during a blinking light period must restart at the rear of the field.

**STARTING ZONE** – The pole sitter will start all races. The pole sitter must start the race somewhere between the two starting points. If the pole sitter does not start by the second point, the outside pole sitter can start the race. Break checking or pushing is not allowed nor will it be tolerated. The pole sitter should set a moderate and consistent pace during starting. The race directors will make the final decision on all starts and is not available for protests.

**JUMPING THE START** – Front Row – If either cars in the front row jumps the initial start of a race, the race will be cautioned, a 2 spot penalty will be assessed to the “jumper”, the field will be realigned and re-started. Rest of Field – If a car passes on the inside before getting to the first starting point, or if a car passes prior to the green light being turned on, a 2 spot penalty will be assessed at the next yellow, red or end of the race. If a car jumps 2 times in the same race, they will be put to the rear. All cars may only pass on the outside before they get to the first starting point, this may only happen if the green light is on. The race directors will make the final decision on all starts and is not available for protests

**CAR ENTERING TRACK WILL NOT START** – Any car that enters the track will be given 2 laps to start up. If that car does not start after 2nd laps, the car will be black flagged and must exit the track

**STALLED CAR** – If a car stalls or stops before the initial blinking yellow light comes on they will be given 1 additional lap to restart and return to its original starting position. If the car does not start at the completion of the extra lap they will be black-flagged and must exit the track or go to the infield until the race is over. The same goes for a car that stalls after the blinking yellow light comes on, they will be given 1 extra yellow lap to restart but they must rejoin the field at the rear of the pack. The same procedure is to be used once the race has started (i.e. a car that stalls after the initial green flag has been thrown will go to the rear of the field unless a track official required the car to stop.) If a unique situation occurs during a yellow flag, track officials shall make the final decision. Example: If a car stalls during a yellow flag condition and then the trailing car hits the stalled car because it had no where to go and also stalls, the trailing car will be allowed to restart in it's original position.

**MISSING CAR ON GRID** – If track officials have not been notified that a car is missing on the grid is still attempting to make the field, the race will start. The track officials will assume that the missing car is not going to make the race. Two extra yellow pace laps will be allowed if the track officials are notified. It is up to the driver and/or pit crew to be ready for the race. The track officials will not go looking for the missing car.

**MISSING CAR IN LINE UP** – On double file starts or restarts, stay in your original starting spot and in single file until the track officials tell you to double up, then, by crossing over fill in the line up.

**SPINS, ACCIDENTS ON STARTS** – A car that spins or is involved in an accident after the blinking yellow light comes on shall go to the rear if no laps have been completed.

**YELLOW FLAG LAPS** – Yellow flag laps do not count as official laps unless advertised as such. All restart positions will be as per the last officially completed lap. The scorer's decision is final. A completed lap will be when half the cars on the lead lap have crossed the start/finish line. Any cars that do not cross the start/finish line under a green flag will be restarted in the position they were running during the last completed lap.

**LINING UP UNDER YELLOW FLAG CONDITIONS** – All cars are required to stay single file during yellow flag “parade laps”. It is the responsibility of each driver to line up where the track officials instruct them to go. If a driver does not get into line where and when told to do so, that driver maybe penalized or may be disqualified from the race. This is a track official's decision. All drivers shall look at the track official during a yellow flag condition to assist in getting lined up correctly so that the race can be restarted with a minimum number of yellow laps.

**SPINNING CAR AND YELLOW FLAG** – If a car spins and does not attempt to continue, the yellow flag will be thrown. If a car spins and continues on, no yellow flag will be thrown unless there is a safety factor involved. If a car spins, and there are other racecars approaching, a yellow flag may be thrown. This is a Track Officials call.

**SPIN OUTS** – Two self inflicted spin outs for a driver during a heat race that results in yellow flags will disqualify that driver from further racing in that heat. A drivers that gets three self inflicted spin outs in a feature event will result in the driver being disqualified from further racing in the feature, points and prize money will be awarded to the competitor.

**ACCIDENTS** – After a yellow or red flag accident, the track officials shall determine if a car can safely continue to race.

**CARS THAT BREAK DURING A RACE** – Cars that break down during a race shall make every effort to get off the racing surface. If a car cannot make it to the exit, it should pull off into the center of the infield and allow the race to continue.

**BROKEN PART** – Broken parts that can become a safety issue will not be allowed. Cars with loose bumpers or loose bodywork will be black-flagged, and must pull into the infield or exit the track. A track official can stop a car during a yellow condition to check a safety item such as a broken part. This car will regain their current race position if deemed safe. A competitor can stop in front of a track official during a yellow flag condition if they feel something is broken on their car. The official will check the car and if it is deemed safe the competitor will go back to their current race position. All cars that are determined “unsafe” will be sent to the infield until the race is over.

**FLAT TIRES** – Cars with flat tires will be allowed to continue in the race providing that they are not a safety hazard. This will be at the track official’s decision.

**REPAIRS ON THE TRACK** – No repairs can be made to a car once it has entered the track with the following exceptions: Under a yellow flag a “harnessed” driver may reconnect a spark plug wire or reset a dislodged exhaust pipe, but no other repairs can be made to the car once it has entered the track. Once a car has been black-flagged during the race for any reason it cannot be repaired to restart the race. No tools of any kind will be allowed to assist the driver in making repairs to their car. It is the responsibility of the driver and pit crew to make sure that the car is race ready before entering the track. When the officials need to let air out of a tire to untangle two cars, that driver will be allowed to add air to that tire and return to the race. A track official can assist in removing debris or broken parts from a car **ONLY** if the debris or broken part came from another car and a safety concern exists. This will be a track official’s decision.

**GETTING OUT OF VEHICLE ON TRACK** – Any driver that gets out of their car without being told to by an official or due to a safety condition, will be disqualified from the event without points or prize money being awarded. If the driver gets out of the car to retaliate with another competitor or official, the competitor will lose all points and prize money and be reprimanded for fighting.

**ABANDONING CAR AFTER ACCIDENT-** All drivers are required to stay with their cars until they are returned to the pit area, any driver that is involved in a caution and leaves the car on the track and walks to the pit area will be disqualified for the evening and lose all points and prize money for the evening.

**STAYING IN CAR AFTER CAUTION** – If a car is unable to continue and pushed to infield until able to be taken to pits, the driver is required to stay in the vehicle, strapped in & with their safety equipment in place.

**COOL DOWN LAP** – All competitors **MUST** take a cool down lap after coming across the finish line under full power, this is a safety issue and may lead to disqualification if not followed.

**SLOW MOVING CARS/LAPPED CARS** – Any Regular DIVISION (Reg. Micros, Reg. Slingshots, or 600 sprints ) driver that goes 3 laps down during either a heat or feature will be black flagged from that race, with points and prize money being awarded. Any car in any division that has not gone down 3 laps, but are not able to keep up with the lead lap pace will be black flagged from the race, this will be at the race director's decision and will not be available for protest. Any lapped car that gets involved with a lead lap car will be black flagged from the event without points or prize money.

**FUEL STOP** – (Micros) When a total of 70 green and yellow laps have been completed, a fuel stop may occur at the next yellow or red flag unless only a few laps remain for the feature race, this is a track officials' call. If a fuel stop is needed the red and yellow lights will be alternately displayed signifying a fuel stop. The cars are to proceed to the third and fourth turns in single file and come to a stop, remaining in race order to aid in restarting the race. A maximum of two (2) pit crewpersons per car shall assemble at the grid area. They cannot enter the track until told to do so by the track official's. Two (2) minutes will be given to refuel the car. No adjustments of any kind will be allowed to the car during a fuel stop. Anyone caught making an adjustment to a car during a fuel stop will be disqualified from further action. Tear offs may be replaced during a fuel stop.

**SCALES/IMPOUND AREA** – After the heat or feature race all entrants must proceed to the scale and/or impound area until told to leave by the track officials. All cars must shut off their motors before entering the scale area. A car found to be light, will be rechecked as soon as the scales can be looked at and reset. If weighed for the second time and still found to be light, the car will be disqualified. Cars that cannot be driven or pushed are considered “hooked”, and do not have to be weighed. Any car that does not go to this area immediately after the race will be disqualified.

## **OTHER RACE PROCEDURES**

**SAFETY INSPECTION** – All cars must pass a safety inspection prior to competition. The safety inspection will include, but is not limited to the following: Brake check, seat belt expiration date, helmet expiration date, overall condition of all components, etc. The track will put an inspection sticker on the roll cage of the car. All cars must have an inspection sticker in place to participate. A inspection sticker does not mean that the car is exempt from further random inspections. Track officials have the right to deem any car “unsafe” as seen fit, and not allow the car to compete until the proper repairs/adjustments are made.

**DRIVERS MEETING** – A mandatory drivers meeting will be held before each racing event. All rule changes and notices etc. will be announced at this meeting. ATTENDANCE IS MANDATORY!

**HEAT/FEATURE LINEUP** – All drivers must be on the grid in their proper starting positions and prepared to enter the track with their heat or feature class. No one can enter the track once the blinking light comes on. Time will be given for a driver that is competing in more than one class.

**ENTERING THE TRACK AREA** – No one shall enter the track until told to do so by the track officials. No unauthorized personal shall enter the race track unless instructed to do so by an official.

**EXITING THE TRACK** – The exit lane is a “safety zone” therefore all cars exiting the track must drive at a slow rate of speed or face suspension. Any car that leaves the racetrack CANNOT re-enter for any reason.

**DRIVING IN THE PITS** – No driving in the pit area at any time is permitted, this will result in a suspension or race penalty.

## **RACE FORMAT**

**Track management has the right to change the evening’s race format without prior notice given.**

**HEATS** - Each driver will run one heat race .

- The line-up for the heat races will be determined by drawing a pill as per the following example:
- If 30 cars are entered for a class, three (3) 10 car heats will be run. The lowest pill number drawn will start 1<sup>st</sup> in the first heat race. The second lowest pill number drawn will start 1<sup>st</sup> in the second heat race. The third lowest pill number will start 1<sup>st</sup> in the third heat, and so on until all heats are filled.

**TIME LIMITS FOR HEATS/FEATURES** – There will be a 10 minute limit per race for all heat races & a 30 minute time limit for all regular distance feature races.

**LATE CAR ARRIVALS** – All cars that arrive after the warm-ups have been begun shall start the heat race in the back of the field.

**POINTS** – Points are awarded to the driver, not the car, and will be based on the NASCAR points format. Heat point will be awarded as follows: 1<sup>st</sup> = 3 points, 2<sup>nd</sup> = 2 points, 3<sup>rd</sup> = 1 points.

### **NUMBER OF HANDICAPPED DRIVERS FOR FEATURE EVENTS-**

The number of cars that will be handicapped for the feature event will be half of the total numbers of competitors that will start the feature event up to the number 12. Ex. There will be 10 Junior Slingshots starting the feature, then the top 5 will be handicapped and the remaining 5 competitors will be starting the feature event straight up based on heat qualifying.

**FEATURES** – The feature line up will be made up of no more than 24 cars. **Half the number of total competitors that qualify through heats will be handicapped for the starting positions (after the third points week).**

Positions NO HIGHER THAN 12<sup>th</sup> through 1<sup>st</sup> shall be handicapped as per the following: The pole position shall go to the driver who earned the lowest number of points in the 3 previous racing events. The driver with the 2<sup>nd</sup> lowest points total will start 2<sup>nd</sup>, the 3<sup>rd</sup> lowest point total will start 3<sup>rd</sup>.

**The winner from last week's feature race shall start in last handicapped position for this week's feature event unless they fail to qualify in one of the top handicapped positions.**

- For the first three point races of the season, the top handicapped positions shall be handicapped by the pill drawn, with the lowest starting on the pole, then the next lowest pill drawn starting 2<sup>nd</sup> and so on. If last weeks feature winner is amongst the lowest pills drawn that driver will start in the last handicapped position.
- A driver who misses any week will be given the max points won for an event for each week missed. This is for handicapping purposes only. These points are not added to the seasonal points total.

**ROOKIE SPRINT WINNER** - If the REGULAR Micro sprint feature has less than 24 cars starting the feature and there is no alternate starter, than the ROOKIE Micro sprint winner for the evening will be asked to fill in at the back of the field without affecting the Rookie Micro sprint driver's status in the Rookie Micro sprint division. If the Rookie Micro sprint driver can not keep up with the field, the driver will be black flagged from the event, this will be at the discretion of the race directors. The Rookie Micro sprint competitor will not receive any points for that event. If a Rookie Micro sprint competitor is used the competitor will not push the payout to the next level of cars signed in.

**FEATURE REPLACEMENT CARS** – If a driver qualifies through the heats, but must run another car in the feature, the driver will start the new car in the rear of the field.

**FEATURE ALTERNATE** – The “alternate” for the feature event shall be the first non-qualifier from the regular division. If there aren't enough regular division cars to fill the feature race, no alternate will be used. The alternate should be ready to go and in the staging area when the feature enters the track. The alternate shall be available until the blinking lights are turned on, around the track.

## **FLAGS**

**ROLLED BLACK FLAG** – Means you have been warned, any further violations will result in being black-flagged. A rolled black flag will result in a minimum two spot penalty or being sent to the rear of the field at the next yellow, red, or at the end of the race. This will be the track official's decision. If a driver causes a car to spin bringing out a yellow flag, that driver will restart behind the spinning car(s). If a driver receives two (2) rolled black flags during the evening's racing events, they will be disqualified from further race action.

**WAVED BLACK FLAG** – Means that you have been disqualified from the race and must exit the track immediately. You will have two laps to leave the track or face further penalties. A car that has been black-flagged and does not leave the track within two laps will be disqualified from the entire event night and face suspension. A waved black flag may be given without a rolled black flag warning.

**RED FLAG CONDITIONS** – During a red flag period NO parent, family member or pit crew will be allowed on the track until told to do so by the track officials. Any work or adjustments made at this time will result in disqualification. When a red flag/red light is displayed all cars must come to an immediate stop on the racetrack, any failure to stop may result in a disqualification.

**BLUE/ORANGE FLAG** – When given by the head flag man, the driver **MUST** move one position out of the racing groove towards the outside to allow the leaders to pass. If a driver does not heed the blue/orange flag and interferes with the leaders that drivers will be disqualified from that event. A "lapped" car must freeze its racing position and can not advance position on other "lapped" cars. If a "lapped" car advances its position on the track during a move over flag, the "advancer" will be penalized a 2 spot penalty plus lose all the positions that were passed under the move over flag. The penalty will be accessed at the first caution flag, red flag, or at the end of the race.

**LAST LAP YELLOW FLAG** – If a yellow flag occurs after the race leader crosses the finish line and receives the checkered, the race will be scored as follows:

All cars in front of the yellow flag incident shall be scored in the positions they were currently running when the yellow flag occurred. The track officials and scorers will determine these positions.

We will revert to the last completed lap for scoring all cars that were behind the yellow flag incident on the speedway.

Those involved in the yellow flag incidents will be scored at the rear of the field.

If a yellow flag occurs before the leader crosses the finish line and receives the checkered flag, the race will be restarted with the line up set per the last completed lap.

Two extra attempts will be made to complete the last lap of the race.

The race will receive the checkered and yellow flags if the two extra attempts are unsuccessful in completing the race.

## **OTHER RACE PROCEDURES**

**WRIST BANDS** – A wristband must be worn at all times by anyone in the pit area. It is the driver's responsibility for everyone in their pit area. The driver can be disqualified or penalized for the evening if someone in their pit area does not have a wristband. Anyone found wearing a copy or fake wristband, will be suspended for a two week period. This rule will be a zero tolerance. Any person entering the pits illegally, will be considered trespassing and maybe be arrested.

**GARBAGE** – All drivers and pit people are required to pick up their garbage before leaving the pit spot. If garbage is left in the pit area the driver will be suspended for a two week period.

**WASTE OIL** – No waste oil can be dumped onto the ground, Waste oil drums are to be used for all waste oil.

**DRIVING IN THE PITS** – No driving of cars is allowed in the pits. Push quads must be operated at a slow and safe speed and by an adult. Any push quads that are deemed operated in an unsafe manner will cause the affiliated driver to be suspended or penalized in a race.

**FIRE EXTINGUISHERS** – Are mandatory for each competitor and must be readily accessible at all times. A 2.5 lb minimum type ABC is recommended.

**DRUGS, NARCOTICS, ALCOHOL** – is strictly forbidden on the property. No one under the influence of the above is allowed on the property. Drivers are responsible for their pit crew and all other associated with the race car.

**EMERGENCY ACCESS WAYS** – All track entrances and exits must be kept clear at all times to allow emergency personal and equipment to get through.

## **UNSPORTSMAN LIKE CONDUCT**

**RETALIATION ON/OFF TRACK** – Anyone who willfully retaliates by using the car / push quad or any other means to injure, destroy or cause damage to another person or race car will be disqualified, suspended and may be subject to arrest.

**VERBAL/PHYSICAL ABUSE OF TRACK OFFICIALS** – Verbal abuse, physical abuse, or the threatening of any track officials will be dealt with severely and permanently. It will not be tolerated in any fashion or amount. Although racing is a highly competitive sport and tempers will flare, the responsibility of not crossing the line is up to each individual. This includes pit crew personnel. Their actions will result in their driver's disqualification or penalized in future events.

**DETRIMENTAL ACTION** – Anyone saying or acting in a manner detrimental to the track or its personnel shall be ejected and banned from the facility. Reserved pit spots shall be forfeited without restitution to anyone banned from the track.

**COMPETITORS FIGHTING** – If a fight occurs, we will gather all pertinent information as to who started it and then it will be handled accordingly. DO NOT go into another driver’s pit area and get involved in a fight, *you will be automatically guilty.*

First Offense: Min. 2 weeks suspension

Second Offense: Min. 1 year suspension

**IN ALL CASES THE TRACK OFFICIALS’ DISCRETION SHALL PREVAIL!**

**TIRE DISPOSAL** – **Any competitor, crew member, owner, etc. disposing of tires on the Borger’s Speedway property, will have the associated car (or car that the tires came from) docked 20 points per tire disposed.**

## **CLASS RULES**

**ROOKIE 270 SPRINT DIVISION** – This Rookie class is for drivers that have little or no experience in 270 Sprint racing or are not yet ready skill-wise to move up to the regular division. There is no maximum age limit for this division. If a driver chooses to move up to the regular division they cannot move back down to the rookie division without track officials consent. The rookie 270 sprint division will run by the same chassis and engine rules as the regular 270 sprints. Rookie division drivers may race in “special” regular 270 sprint non-point races without affecting their rookie status. If the current nights Rookie 270 sprint winner is asked to join the back of the regular Micro sprint feature, he/she will do so without any consequences of Rookie 270 sprint class points. If a driver is considered “dominant” by race directors. The “dominant” driver maybe required to move up to the regular division per the race directors.

**270 SPRINTS** - A 270 sprint is defined as a racing vehicle of single seat design built upon a racing chassis mounted on 4 racing wheels. No rear engine cars or aluminum frames. Cars must be built to withstand the stress of high speed competition. Sprint car appearance is required. Top wings are mandatory unless specified as a wingless race.

**APPEARANCE** - The body must give the appearance of completely covering the car frame and must be fully painted. May be constructed of

aluminum, metal, fiberglass or high impact plastic. All cars must have large legible numbers at least 12" high displayed on both sides of the tail and both sides of the wing panels. Prefix letters must be at least 1/2 the size of the numbers. Colors used for numbers must stand out on the car.

**BODIES** - Car bodies must be of aluminum, metal, fiberglass or high impact plastic and painted in attractive paint schemes. Except for tail tanks, no body work may extend more than two (2) inches beyond the rear main roll cage upright. Body work on both sides of the driver's cockpit must be constructed in such a manner so as to leave at least a thirteen (13) inch vertical opening on both sides to allow emergency personnel to gain access to the driver.

**ROLL CAGE** - Roll cage must provide protection with suitable space and head room in the driver's compartment and extend at least 3" above driver's head. Minimum roll cage diameter of 1 1/8 OD x .083 or 1 1/4 OD x .065 wall thickness (no 1" x .065 roll cages). Roll cage may be drilled to be checked at the discretion of Track Tech Personnel. Roll cage should be made of chromoly steel or material equivalent in strength.

**WEIGHT**- Minimum car weight with driver must be 600 pounds. At all times, any add on weight must be securely fastened.

**WINGS** - Top wing must be a single air foil design (maximum 12 sq. ft.). Wing panels can not exceed over the width of the tires. Maximum side panel height of 24". Side panels must be parallel and may not obstruct the vision of the driver. Front wings are optional.

**WHEELS** - 10" maximum wheel diameter. Must be approved racing wheels.

**TIRES** – All 270 sprints (both Regular & Rookie) must use a Hoosier

Racing tire (any compound) on the right rear of the car. Any car that does not have a Hoosier racing tire on the right rear will not be eligible for prize monies or season points. All cars must purchase a minimum of (2) right rear tires from a authorized Borger's Speedway tire dealer to be eligible for the year end tire bonus(s). A running count will be kept and displayed for drivers / owners, all tires purchased for the year must be done by the half way point of the season.

**CHASSIS** - Minimum wheel base of 55". Maximum wheel base of 65". Must have accessible fuel shut off valve and kill switch clearly marked. Cars must have approved fire wall between the driver and the engine compartment as well as between the driver and the fuel cell. Fuel cell is mandatory. All cars must have side rub rails. Metal belly pan is required (minimum .040 thick). It must run from in front of the seat forward past the driver's feet. Cars must have front and rear bumpers. Rear bumpers must be suitable for push starts. No belt driven cars. No centrifugal clutches. Chain guard is mandatory. Front radiators must be shielded. Hose connections within the cockpit should be double hosed. Radiator and fuel vent hoses must extend to the bottom rail of frame. Driver's compartment adjustable suspension parts ok. No part of the car can extend out past the sidewalls of the tires.

**BRAKES** - All brakes must be in good working order and be able to skid the car at all times. Brakes will be subject to checks throughout the season.

**STEERING** - No nylon steering hangers. Steering mechanism must be constructed of a minimum 5/8" rod and 3/8" heim ends. All universal joints on steering must be racing approved. Spring loaded quick release type steering hub required

**ENGINES** - Single cylinder 250cc full production motorcycle engines (maximum total displacement of 270cc). No fuel injection. Gas or alcohol only. Nitrate fuel is illegal and will be checked at the discretion of Track Personnel (see fuel rules below). Mufflers/silencers are mandatory on all exhaust systems. All Micro sprints competing at Borger's Speedway, must have a quiet pipe or quiet "stinger" with the proper packing. This will be regularly checked by Borger's Speedway officials. Borger's Speedway has the right to disqualify any car deemed to be "louder" than the other cars. No 270 sprints will be allowed to compete with out a quiet pipe. 450cc 4-stroke engines will be allowed to compete in both 270 sprint divisions. A 450cc engine can be modified in any way, but is limited to having a stock stroke. All 450cc engines must confirm to the Borger's Speedway 96 decibel rule for exhaust noise. All other 270 sprint class rules must be obeyed by.

**EXHAUST TURNDOWN** – All 270 sprints must use a track approved 90 degree turn down spout. The turn down must meet or exceed Borger's Speedway design. Design of the turn down must be 90 degrees with a minimum of six inches of down tubing, and can be of any material. The turn down must be mounted in a downward position, and maybe attached to the pipe as seen fit by owner/driver. Borger's Speedway management must approve any and all turn downs prior to competing.

**WINGLESS SPECIAL SHOWS** – During any special "wingless" shows, all wing mounting bars and hardware must be removed prior to competition. Track officials shall have the final say in letting a car compete with the mounting bars and hardware deemed unsafe.

**FUEL & FUEL TESTING**– 270cc 2-stroke engines must run methanol (alcohol) and 2-stroke oil mix only. No additive(s) maybe added to this mixture, this includes but is not limited to nitrates of any kinds, oxygenator, ether, propanol, etc. If a competitor is using a 4 stroke engine in competition, racing fuel maybe used. Fuel testing will be done at the discretion of the speedway. All attempts at testing the fuel sample from a competitor will be made at time of sample being taken, if testing is unavailable or test results are unreadable, the same sample will be sent to a speedway approved testing facility for further testing. The testing facility's results are final. A competitor's winnings from the night of testing maybe withheld if fuel needs to be sent away. Winnings will be awarded on the next race night after test results are received (with clean sample). Testing may take up to two weeks to receive results due to work load of testing facility. If a competitor

is found to have “illegal” fuel, the competitor will lose all points and winnings from that night of competition. They will be required to pay for another sample of their fuel the next night of race competition that they are involved in, as well as have all winnings and point held for that night until fuel results have been received with a clean sample result. If a competitor fails another fuel test at any time through the rest of that same season, they will be suspended for 2 weeks, and provide and pay for another fuel sample upon return. Fuel sample results are available to be reviewed upon request, of driver’s and or car owners of cars sampled only, and are not for public information as to what was found in the illegal samples. The only announcement that the speedway will make is that samples were found “legal” or “illegal”.

## **SLINGSHOTS**

**WEIGHT** – All minimum weights are car with driver and safety equipment after a race.

Allstar Slingshots:    **775 lbs.**

Junior Slingshots:    **685 lbs.**

**MUFFLERS** – If the exhaust leaks or falls off, the car will be black-flagged

**KILL SWITCH MOUNTING** – All Slingshots must have a kill switch mounted in the dash area behind the steering wheel. Race cars with a kill switch mounted in any position other than in the dash panel will not be allowed to compete due to safety.

**BODIES** – Any body that was designed by speedway entertainment will be considered legal for competition.

**JUNIOR SLINGSHOTS** – The Junior Slingshot division is to help to develop young Slingshot drivers. Any driver that moves up to the regular division can not move back to the Junior Slingshot division without the consent of Borger’s Speedway. The Junior Slingshot maximum age limit is 15 years old, unless other considerations are made through management.

The race directors have the right to allow any driver regardless of age to compete in this division based on lack of racing experience. This decision will be made without available protest. **THERE WILL BE NO POINTS AWARDED FOR ANY JUNIOR SLINGSHOT COMPETITORS.** All Junior Slingshot feature events will be handicapped via heat race finish and the draw of an invert pill.

**\*\*\*ALL MOTOR, CHASSIS, AND BODY WORK IS PER THE SPEEDWAY ENTERTAINMENT / SLINGSHOT BY TOBIAS RULES.**

## **STAGE ONE MODIFIEDS**

**Weight** - All Stage One Modifieds must weigh a minimum of 775 lbs. with driver and safety equipment after a race.

**TIRES** – All Stage One Modifieds must have Hoosier Racing Tires on all four corners of the car. A minimum of (2) tires per year must be purchased through a Borger's Speedway authorized tire dealer to be eligible for the year end tire bonus.

**\*\*\* ALL MOTOR, CHASSIS, AND BODY WORK IS PER THE SMITH FABRICATIONS RULES.**

## **Xcel 600 Sportsmen**

**\*\*\* ALL MOTOR, CHASSIS, AND BODY WORK IS PER THE Xcel 600 Sportsmen RULES.**

**Stage One Modifieds and Xcel 600 Sportsmen maybe combined for competition based on race directors decisions.**

## **600 WINGLESS SPRINTS**

**ENGINE/CHASSIS** - 600 Wingless sprints will run under U6SA rule book, with the exception of a fuel bladder.

**TIRES** – Tire compound and tire brands will not be restricted, although Hoosier Racing Tires are preferred.

**EXHAUST** – All 600 Wingless sprints must have their exhaust turned down towards the ground.

**ROLLCAGE RESTRAINT** - All 600 wingless competitors must have some type of over head restraint to hold the driver in the car during a roll over if the seat belts release. This can be of any material, as long as it can keep the driver in the cockpit during a roll over.

## **ALL DIVISIONS**

**RADIO COMMUNICATIONS** – No outside radio communications of any kind are allowed. This includes one or two way devices.

**RACEIVERS** - All participants racing in a official race at Borger's Speedway must have a working Raceiver one way radio. The speedway will use channel 454.000 . If a competitor DOES NOT have a working receiver, they will be disqualified for that race. A test of the one way radio system will be performed before each race. First time drivers to the speedway will be given a 1 week “grace period” for not having a receiver. **Raceivers must be used on both Friday and Saturday nights.**

**SAFETY** - Seat belts must be 3" wide 5 point approved racing harness. Belts must be in good condition and be attached to the car in a safe manner. Belts should be no older than 3 years. Shoulder belts must run over a cross bar at shoulder height. Snell 2005 or newer helmet and approved full face shield required. Approved fire suit mandatory, fire suit cover arms and legs including wrists and ankles. Nomex underwear, head sock and two layer suit is highly recommended. Arm restraints, neck collars and racing gloves must be worn at all times while on the Track. Open wheel cage net is recommended. Aluminum racing seat is mandatory. Must have headrest and

be padded. Seat must be securely fastened to the car. Hans devices or the like are requested but not mandatory.

**\*\*\* Anything not covered in these specifications will be to the discretion of the Track Tech Personnel without recourse from any driver or owner**

## **TRANSPONDERS**

**TRANSPONDERS** – All Micro sprints (regular & rookie) Slingshots (regular & junior), Stage One Modifieds, 600 Wingless Sprints and 600 Sportsmen, must use a AMB transponder during competition at Borger’s Speedway. Transponders must be at least the Tranx160 model.

**RENTAL** – The AMB Tranx160 transponder can be rented from the speedway. The cost is \$10.00 per event night. All renters must purchase the holder and clip, cost: \$8.00. The transponder is the responsibility of the renter while in the renter’s possession. Any and all damage will be charged to the renter. An article of collateral must be left at the speedway office prior to rental, ex. Driver’s License, vehicle registration, vehicle keys, current credit card. Rental transponders are the property of Borger’s Speedway, anyone leaving the premises with the speedway’s transponder will be reported for theft.

**TRANSPONDER MOUNTING PLACEMENT** - All transponder must be mounted in the following area:

All sprints: Transponders can be mounted no further forward than 20 inches back from the center of the front axle. The transponder can be mounted no higher than 6” from the ground. Transponders maybe mounted on either the left of the right side of the car, and can be mounted either inside the car or outside the car. Transponders must have a clear view to the ground that is not blocked by aluminum, steel or carbon fiber.

All Slingshots: Pop riveted inside or outside of right arm “elbow” firewall, on the front side. Transponder must be mounted at least 1” above the bottom of the aluminum and no more than 1 ½” from the bottom of the aluminum. Transponders must have a full view to the ground that is not blocked by aluminum, steel or carbon fiber.

**TRANSPONDER MAINTAINANCE** – The transponder is the responsibility of the owner. It must be fully charged prior to coming to the track. Transponders can be tested on the tracks scoring system during practice or at intermission.

**TRANSPONDER OPERATION** – If during a racing event the transponder stops working, or falls off the car. The car will not be disqualified, the car will be hand scored and will keep its position on the racetrack. If this becomes a repeated problem, driver will be asked to have the transponder inspected for operational problems. Any competitor that enters the track for an official race without a transponder will be disqualified from that race.

**TRANSPONDER RECORDING** – It is the competitors responsibility to make sure that their transponder and number are registered with the speedway.

**MYLAPS.COM** – Mylaps.com is a free service by AMB for owners of an AMB transponder. This service is hosted and updated by AMB. Borger's Speedway will upload any and all times and finishing orders within 48 hours of a race's completion. Borger's Speedway will not be held accountable for errors or posting delays.

**\*\*\*TRANSPONDERS CAN BE CHECKED AT ANYTIME BY A TRACK OFFICAL WITHOUT PRIOR NOTICE FOR OPERATION, PLACEMENT, & MOUNTING.**

## **AWARDS**

**WEEKLY AWARDS** – Trophies and money awards must be picked up within two weeks from the date the award was won or the money/award will be forfeited.

**END OF YEAR AWARDS** – Anyone earning end of season awards must be present at the end of year banquet to receive their awards or the awards will be forfeited. No exceptions

## **TECH INSPECTIONS**

All cars that enter into competition at Borger's Speedway have automatically agreed to follow any pre or post race tech inspections that the track officials feel is needed to insure the safety and integrity of all competitors. Any competitor that REFUSES tech inspection is admitting guilt and will no longer be able to earn points, monetary awards, trophies or continue racing at the speedway for a minimum of 2 weeks. When a competitor serves the minimum suspension time, they can return to competitive racing but must pass tech inspection at the end of the night before they will be able to resume earning points, monetary awards, trophies or to continue racing at the speedway. Second time offenders shall be suspended for a one year period. All races missed for refusing tech cannot be used as a drop week. The track officials will determine how many cars are to be teched in a class as well as how much teching is to be done for each individual car. Any and all tech inspections are final and are not available for protests.

## **Protests**

Protests – All protests must be filed in writing with a track official immediately following the race that the kart/quad has competed in. Only drivers or owners entered in the same event as the car being protested may lodge a protest. Protests must be in writing and signed by the protestor specifying the reason for the protest. A protest fee of \$100.00 will be required when another competitor's motor is protested. If after the inspection the motor is found to be illegal, the \$100.00 will be returned to the protestor minus a \$20.00 protest fee. If the engine is legal, the \$100.00 will go to the competitor's motor that was protested minus a \$20.00 protest fee. A \$300.00 protest fee will be required when another competitor's fuel is protested. If the fuel is found legal, the \$300.00 will go to the competitor whose fuel was protested. If the fuel is found illegal, the \$300.00 fee will be returned to the protestor. **ANY COMPETITOR THAT REFUSES TO BE INSPECTED WILL BE AUTOMATICALLY DISQUALIFIED AND SUSPENDED.**

Protestors may be required to submit to similar inspection procedure as protested participant.

**RESERVED PARKING SPOTS** – A paid reserved parking spot is given based on first come first paid. Borger's Speedway will do it's best to accommodate any and all requests. This includes the prior years parking and total length of trailer and tow vehicle. All parking spots that are vacant ½ hour prior to warm-ups without prior notice, will be used for over flow competitors. All reserved parking spots are non-refundable.

**ANYTHING NOT INCLUDED IN THIS RULEBOOK WILL BE DETERMINED AT THE DISCRETION OF THE TRACK OFFICIALS. THEIR DECISIONS WILL BE FINAL. THESE RULES ARE SUBJECT TO CHANGE AT ANY TIME, ADVANCE NOTICE WILL BE GIVEN IN ALL CASES.**

*Borger's Speedway reserves the right to refuse class entrance, pit entrance, or participation to any driver, owner, or crew person as they see fit. This may include but not limited to, class participation due to driving ability or pit entrance due to suspect of intoxication or suspect of illegal drug use, or etc.. Any driver's that have past medical problems may need to present a note from the doctor that they are be cared by.*

*Any and all decisions made by any and all Borger's Speedway personal and/or management are considered final and are not available for protest or debate or any kind. Decisions and/or calls made by Borger's Speedway personal and/or management may be made in human error, all competitors participating in these contests are excepting the possibility of human error.*