



2010 Rule Book

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RULE BOOK DISCLAIMER

All Star Circuit of Champions event is a competitive Sprint Car racing event, which is intended to be conducted and officiated in accordance with the rules. These rules provide the guideline for all events. The rulebook may be amended from time-to-time and special rules may be published and/or adjusted at any particular event with the participants receiving prior notification. By participating in these events, all participants agree to comply with these rules and regulations. The rules are not intended to express or imply the warranty of safety as a result of publication of, or compliance with the rules and regulations as stated herein. The rules are intended to offer a guideline for the conduct and officiating of an event.

The Series Director shall be empowered to permit any reasonable and/or appropriate amendment from any of the specifications and/or procedures herein, or impose any further restriction that in their opinion does not alter minimum acceptable requirements. Revisions to the rules are not intended to express or implicitly the warranty of safety shall not result from any such deviation or restriction of the specifications, rules and/or procedures. Any interpretation of, deviation from, these rules herein, are left to the discretion of the racing officials and their jurisdiction is final.

Any visible equipment changes and/or performance enhancing changes to previously approved by the All Stars and/or equipment must be approved in writing prior to introduction into competition by the All Star Circuit of Champions.

It is ultimately the obligation of each participant to ensure their conduct and equipment complies with all of the applicable rules, as they may be amended from time-to-time. The rules are in no way a guarantee against injury and/or death to participants, spectators, officials and/or others.

WHAT THE FLAGS MEAN

GREEN – Green means Go! This is the flag that starts the excitement.

YELLOW – Caution! Something is wrong on the race course. Slow down and hold your position. No passing until the green flag is waved.

RED – Stop! Race is halted immediately because of unsafe racing conditions.

BLACK – Big Trouble! Leave race course immediately and report to race director. Possible disqualification.

WHITE – The end is near! One lap to go. If you're leading, hang on. If you're not, hang it out!

ROOKIE OF THE YEAR

- Awarded to the rookie driver finishing highest in All Star Points who has signed up as a Rookie candidate by the first race.
- Must be a member in good standing.
- Cannot have raced in more than 35% of All Star points races in any previous year.
- Cannot have run in 85% of the WoO races for 2 seasons in a row.
- Must display required decals.

ALL STAR MEMBERSHIP RULES

- Membership benefits and points start only when application and money are received.
- **Eighty five percent (85%) of all scheduled All Star events must be run to be eligible for the season points fund money and contingency awards. Percentage is tracked separately for owner and driver in the event that a driver changes teams or is unable to race due to injury. If a driver and/or team does not compete in 100% of scheduled events (including co-sanctioned events), points fund will be pro-rated accordingly based on race attendance.**
- Membership credentials to be used by owner and team members only.
- Owner and driver receives free admission **with purchase of Team Membership** plus 2 crew discounted passes. (Some events may not have discounted passes.)
- Driver's membership credentials are not transferable to any other person. Transferring or attempting to transfer a drivers membership credentials to another person will result in forfeiture of membership credentials.
- Members may need to present **photo I.D.** at time-of sign in at pit gate.
- Each joining member has the responsibility of unauthorized use of team membership credentials.
- The use of series sponsor **credentials** by any person directly or indirectly affiliated with a race team is strictly prohibited.
- Misuse of any type of membership **credentials** will result in forfeiture of membership.



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2010 OWNER AND DRIVER POINTS ELIGIBILITY RULES

- All Members will not be permitted to compete and/or participate while under the influence of any alcoholic beverages and/or illegal substances. If a member is found to be participating in such a manner, an immediate suspension of Membership will be activated.

Substance Abuse Policy/Explanation

- The All Star Series will distribute to all participants and/or members at the beginning of each calendar year a specified Substance Abuse Policy. To be a member in good standing, the policy must be completed and returned. The Substance Abuse Policy is an addition to the 'reasonable suspicion' policy. Reasonable suspicion will be determined at the discretion of All Star officials.
- **Both owner and driver must be members in good standing to be eligible for appearance money, season point's fund, and contingency awards.**
- Driver must be an **All Star** member in order to earn points for car owner.
- **Season Championship** Points are kept separately for driver and owner.
- Both car and driver must be ready to race and signed into pits to receive points.
- Any member running a non-sanctioned race paying more than \$3,000 to win within 24 hrs. of an All Star race other than a WoO race will lose 2 nights of appearance and prorated points money.
- If a multi-day show is held at same track, **appearance** money is paid on the **final** night only.
- **Driver and/or Owner will be allowed one (1) unexcused absence from a scheduled All Star event to maintain eligibility to receive tow money. Excused absences will be adjudicated by the series president.**
- **The bottom 6" of the top wing and both outside sideboards will be for All Star & Series sponsors and a 12 inch x 12 inch number on the top of the top wing center section.**
- Sponsor and All Star decals must be displayed as directed. Sponsor and All Star patches must be displayed on uniforms as directed. Failure to comply with decal and patch policy can result in prorated appearance money and points fund.
- Cars/Drivers advancing through C or B mains receive points in highest main only.
- If Car/Driver makes the A main but is unable to run it, he/she will receive last-place A main points and last place money.
- Must take the green in B and C mains to receive points.
- In case of rain or other cancellation, show-up points will be awarded if any cars were on the track. This includes any motors being fired when directed by All Star officials.
- You will receive points for the car you draw a pill for; if you have to use a backup car, you still receive your points.
- Cars that run the last chance race only get 5 pts. + show-up points
- For any discrepancy in point standings, a review must be requested within 30 days of the date of the event in question.
- If a car is disqualified after A main, driver/owner points will be given for everything run up to that point, including show-up points. An exception to this is any blatant disregard for the rules, such as oversize motor, illegal fuels or additives, oversized wheels, etc. In such cases no points will be awarded for that night.
- Teams running for the points must use a fuel safe 30 gal. tank.



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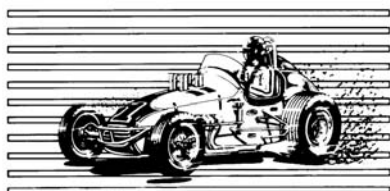
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POINTS SYSTEM POLICY

- Full points are awarded at each All Star Sanctioned event, regardless of overall purse
- Show-up points are awarded when cars are on the track, or when motors are fired at the direction of an All Star official.
- Tiebreaker for end of season points: Number of feature wins, then number of 2nd place finishes, etc.
- All co sanction races points will be the highest finishing All Star member gets 1st place points etc. regardless of where you finish or what main you are in.

POINTS SYSTEM BREAKDOWN

Show-up points:	100
B-Main:	15
C-Main:	10
D-Main:	5

A-MAIN POINTS

1. 100 pts.	13. 56 pts.
2. 88 pts.	14. 54 pts.
3. 80 pts.	15. 52 pts.
4. 76 pts.	16. 50 pts.
5. 72 pts.	17. 48 pts.
6. 70 pts.	18. 46 pts.
7. 68 pts.	19. 44 pts.
8. 66 pts.	20. 42 pts.
9. 64 pts.	21. 41 pts.
10. 62 pts.	22. 40 pts.
11. 60 pts.	23. 39 pts.
12. 58 pts.	24. 38 pts.

HEAT RACE POINTS

1. 5 pts; 2. 4 pts; 3. 3 pts; 4. 2 pts; 5. 1 pt

DASH POINTS

1. 6 pts; 2. 5 pts; 3. 4 pts; 4. 3 pts;
5. 2 pts; 6. 1 pt

Q. What driver in 1941 was the first to drive a gasolinefueled car 500 miles without a pit stop? Where did he finish?

A. Cliff Bergere. Fifth.

Q. What driver started out behind the wheel of midgets and sprint cars, then moved on to drag racing and then had interests in off-road racing?

A. Mickey Thompson.

Firsts...

- 1) Who made the first hardtop?
- 2) When was the first auto radiator invented?
- 3) Who made the first standard equipment windshield?
- 4) What car had the first power convertible top?
- 5) Who offered the first tubeless tire?
- 6) When was the first diesel engine invented?
- 7) Which auto had the first power brakes?
- 8) When and by whom was the first safety glass made?
- 9) Which auto had the first back-up lights?
- 10) Which auto had the first speedometer?
- 11) Who made the first American car equipped with a self starter?
- 12) Who wore the first asbestos driving uniform?
- 13) Who was the first driver to outfit his pit crew in uniforms?
- 14) Who invented the rearview mirror?

ANSWERS

- 1) Buick-Riviera in 1949
- 2) In 1890, by Ernie Levaissor on his French car.
- 3) Oakland in 1909.
- 4) Plymouth in 1937.
- 5) B. F. Goodrich in 1947.
- 6) Rudolf Christian Karl Diesel took out his first patent in 1892.
- 7) Cadillac in 1932.
- 8) Triplex of London in 1913.
- 9) The 1921 Willis-St. Clair.
- 10) The 1901 Oldsmobile.
- 11) Wilton, in 1910 the starter worked on compressed air.
- 12) Fred Horn
- 13) Ray Harroun

Firsts in Racing...

Q. In what state did the first auto race take place?

A. The first auto race was held in Wisconsin about 1880. That state offered an enormous amount of money for anyone who could drive a horseless carriage from Green Bay to Madison (about 200 miles) at an average speed of at least 4 mph. This was in the late 1870s, and it wasn't until a couple years later that two competitors took up the challenge. But only one finished and he averaged just over the required 4 mph to claim the \$10,000 plus prize. It wasn't until 15 years later that the first organized auto race took place. On November 28, 1895, a circuit on the city streets in Chicago was utilized and Frank Duryea, who owned the Motor Wagon Company, ended up winning. The race was run from Chicago to Evanston, IL, and was sponsored by The Chicago Tribune. Duryea's average speed was 7.5 miles per hour.





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Watch The Starter All Night! His flag signals control the conduct of all races.

Pay Attention To Your Track Announcer! He reports official lineups, restart orders, finishes, and informs you of upcoming events.

Watch The Back Of The Pack In Early Laps! Some of the night's most daring driving is invariably seen there and then...

Listen To Engine Sounds! You'll often be able to predict trouble for a competitor through subtle motor noises.

Watch The Leaders On Restarts! Trouble often occurs or dramatic changes in position take place on restarts when front runners fail to get away cleanly.

Keep A Lap Scoring Chart! You'll have a detailed record of the night's action.

Visit The Pit Area After The Races! The drivers are eager to meet their fans and to sign autographs.

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CAR AND DRIVER SPECIFICATIONS

ENGINE

- Only small block V-8 engines with the cam in the block and a maximum of 410.00 cubic inches of displacement (tolerance +/- 0.000) will be permitted. The formula $6.2932 \times \text{bore}^2 \times \text{stroke}$ will apply. Big block engines will not be permitted.
- The engine must be mounted in-line with the driver and the drive-line must pass beneath the driver on center through the driver compartment. Offset engines and/or offsetting the position of the engine will not be permitted. The engine block and cylinders must be machined from cast aluminum. Billet machined blocks and/or cylinder heads will not be permitted.
- Engines with the magneto and/or distributor in a forward mounted and/or front mounted position must be approved prior to competition.
- Only normally aspirated engines will be permitted. Turbo chargers, super chargers and/or forced induction of any type and/or description will not be permitted.
- The maximum engine cylinder bore size shall be 4.165.
- All engine cylinder sleeves (inserts) must be machined from an iron and/or steel alloy.
- Titanium crankshafts, connecting rods and/or rod caps will not be permitted.
- Only two (2) valves and one (1) spark plug will be permitted per cylinder.
 - Cylinder heads must retain a traditional valve pattern. Rotation of the valves will not be permitted. Cantered or splayed valve cylinder heads must be approved prior to introduction into competition.
- Only steel connecting rods with a maximum length of 6.000 inches will be permitted.
- All oil pans must have an inspection plug. The inspection plug must be a #12AN fitting or 1.00" pipe plug. In the event that an engine does not have an inspection plug, the oil pan must be removed for inspection prior to competition.
- Only throttle plate (butterfly) and shaft throttle body styles with round circular bores will be permitted. The maximum throttle bore as measured at the throttle plate (butterfly) may not exceed 3.000 inches in diameter. Slide plate, rotary cylinder, and/or other styles must be approved prior to competition.
- Only 16 fuel nozzles, utilizing two (2) per cylinder will be permitted. One (1) nozzle must be placed in the cylinder head and one (1) nozzle must be placed in the injector.
- A minimum of two (2) throttle return springs must be used to mechanically return the throttle to a fully closed position.
- Only magneto-type ignitions will be permitted. A single crank-trigger type system will be permitted as a backup ignition system. One (1) switch that alternates the current between the magneto and the crank trigger may be mounted to the dashboard within the driver's reach. Multiple coil-pack ignitions will not be permitted.
- Steel and stainless steel headers will be permitted. Titanium headers will not be permitted.
- Any engine changes must be approved by the All Star Series Director at any time during any event. Only one (1) engine may be introduced into competition for any event. The engine that is in the vehicle once the vehicle begins competition will be the only engine permitted unless the All Star Series Director approves an engine change. For the engine to

be changed, the series director must be informed of the request for the engine change and the requesting team must identify and display the purpose of the engine change. If an engine change is approved, then that team will begin the 'A'-feature event from the tail of the field, no matter what position the team qualified in. Any unapproved engine change(s) will result in disqualification from the event in addition to and/or other penalties issued regarding the violating engine change.

If engine checks over 410, driver and car will be disqualified and all points and money will be forfeited for that day. and **the driver and car will be suspended for the following three All Star races.** NOTE: Engine may be checked at any time during an event or torn down after an event at All Stars' discretion. If an All Star official finds the motor to be illegal, you will be given the opportunity to pull the head if you think your motor is legal. You will have a time limit of one hour after the feature ends to do so. Anyone who refuses to comply with this rule, destroys All Star property, or verbally abuses All Star officials over technical matters, will be disqualified and will draw the same penalty as above.

TRACTION CONTROL

Traction control devices are strictly prohibited. All Star officials may, at their discretion, confiscate any item suspected to be related to traction control. Such items will be sent out for independent testing and returned to the car owner. The penalty for having traction control will be loss of money and points for the night; plus a one-year suspension for both the owner and driver. The suspension will be for 12 months from the date of the violation. In addition, the penalty will include loss of year-to-date points for owner and driver.

FUEL

Methanol only

No additives, except All Star approved top oil, which must pass All Star fuel test. No nitrous oxide, no turbo chargers or blowers. Fuel bladders are mandatory. All Star officials may check fuel at any time on selected cars during an event. If fuel is found to be illegal, driver and car will be disqualified and all points and money will be forfeited for that day, and **driver and car will be suspended for the next three All Star races.** If purse money has already been paid, neither driver nor owner will race until money has been returned to All Stars. Owner may be requested to pay lab cost for fuel test.

FUEL CELL

The same fuel cell/tank must be used in the same car for the entire race program. The fuel cell/tank may be changed at the discretion of the All Star official if the cell/tank has been contaminated and/or physically damaged for any unforeseen reason

TIRES

1. Right Rear Tire: One right rear Goodyear 100, 200, or 300 tire per night shall be used for Qualifying, Heat Race, and A-main. The right rear tire will be marked by an All Star Official when the car crosses the scales after qualifying and compound will be noted. If you get a flat right rear tire during the racing program, you are required to replace it with a tire of the same compound. Any flat right rear tire must be checked by an All Star Official and the tire may be confiscated. Teams must notify an All Star Official of a flat right rear tire. You can use a different right rear tire for the C-main, B-main & Dash, but then must use the marked right rear tire for the A-main. If you get a flat right rear tire during Qualifying after one complete lap, you cannot start better than 7th in the heat race. Anyone that changes a right rear tire at anytime due to damage during the night cannot start better than 11th in the A Main.
2. Left Rear Tire: As for the left rear tire, it must be a Goodyear 100, 200, or 300.
3. Tire Softening: Softening of any tire compounds by soaking in a chemical bath or by any other means is strictly prohibited.

DRIVE LINE

Must be completely enclosed. Drive line hoop or strap is mandatory. Has to be on centerline of chassis. Hoop should be steel and welded or bolted in.

CHASSIS

Minimum tubing size and thickness. The following are subject to inspection:

- TOP RAILS must be a minimum 1 1/2" diameter x .095 thickness.
- BOTTOM RAILS must be a minimum 1 3/8" diameter x .095 thickness or 1 1/2" diameter x .083 thickness.
- ROLL CAGE UPRIGHTS must be a minimum 1 3/8" diameter x .083 thickness.
- ROLL CAGE TOP CROSS MEMBERS must be a minimum 1 1/2" diameter x .095 thickness.
- UPPER RAILS must be minimum 1 3/8" diameter x .083 thickness.
- REAR END SAFETY BAR is a mandatory piece. Must be a minimum of 1" diameter x .083 thickness.
- BRACE must be a minimum 1 1/4" diameter x .063 thickness.

REAR BUMPERS

Must be steel or stainless steel only. Minimum 1" diameter, minimum .065 thickness. Nerf bars are mandatory and must be steel or stainless steel only.

FRONT AXLES

Must be steel only. Minimum sizes 2" x .156 or 2 1/4" x .120 or 2 3/8" x .095 or 2 1/2" x .095.

Car must resemble a traditional sprint car. No non-winged cars.

A backup car may be introduced at any time between qualifying and the start of the A-feature, with permission from the All Star Series Director. Any such change will result in the driver starting at the rear of the race in which the driver has qualified. If a driver changes cars after practice, that driver will remain in his drawn position for time trial qualifying. If a backup car is introduced, the car must pass pre-race technical inspection prior to any competition. Once a car has been withdrawn from an event, that car will not be allowed to be resubmitted to competition during that event.

TOP WING CENTER FOIL

- Center foil maximum size of 25 square feet with a maximum width **and length** of 60 inches. Center Foil must be square or rectangular in shape with all 4 corners set at 90° angles with no variance allowed. Center foil top is to be flat from front to back and side to side. **The center foil top must start being flat within 6" from the center foil's front leading edge.**
- Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges and/or any other type of fabricated modification will not be permitted anywhere on the wing.
- A maximum 1" removable wicker bill may be mounted on the rear edge of the center foil. Wicker bill must be 90 degrees to the top of the center foil. Built-in wicker bills or gurney lips will not be permitted. The maximum dimension of wicker bill may change periodically at the discretion of All Star Officials. Any such changes will be issued in writing prior to the event in which the change will be made.
- The top wing may be adjustable in the cockpit by the driver. Other than the slider mechanism, moving parts will not be permitted on or in the foil structure. Only one slider mechanism will be permitted on the top wing, which only permits forward and backward adjustment.
- The maximum center foil thickness is 9 inches. Underneath side of center foil must appear to be a continuous smooth arc with no recesses, concaves, or protrusions. Center Foil must be one-piece construction. Split or bi-wings will not be permitted. Only wings fabricated of

metal alloys will be permitted. Fiberglass, carbon fiber and/or other similar material(s) will not be permitted in the basic framework of the wings. The top wing must not extend beyond outside of rear tires.

- Foils or rudders will not be permitted anywhere on the top wing.

FRONT WING CENTER FOIL

- The center foil will have a maximum size of 6 square feet with a maximum width of 36 inches **and a maximum length of 24 inches**. The Center Foil must be square or rectangular in shape with all four corners set at 90 degree angles.
- Center foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges and/or any other type of fabricated modification will not be permitted anywhere on the wing.
- A maximum 1" removable wicker bill may be mounted on the rear edge of the center foil. The Wicker bill must be 90 degrees to the top of the center foil. Built-in wicker bills or gurney lips will not be permitted. The maximum dimension of wicker bill may change periodically. Any such changes will be issued in writing prior to the even in which the change will be made.
- The maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20 inches.

The Center Foil front edge must remain at least 1 inch behind the front edge of the front bumper. The Center Foil top surface from side to side must remain flat.

The Center Foil must be one piece. Split or bi-wings will not be permitted.

Only wings fabricated of metal alloys will be permitted. Fiberglass, carbon fiber or other similar material(s) will not be permitted in the basic framework of the wings.

The Front Wing must not extend beyond the outside of front tires. The Front Wing may not be cockpit or driver adjustable while the car is stationary and/or in motion.

Moving parts will not be permitted on or in the foil structure. Rudders or fins will not be permitted.

The 5" section located at the rear of the front foil must not have a belly/curl arc that is out of proportion with the rest of the front foil. As measured on a 5-inch straight edge, the belly at 2 Y2 inches from the rear of the foil may not be deeper than 3/8-inch with no tolerance. It is suggested that the wing blue print specify 11/32 inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the 3/8 inch specification (This 3/8 inch measurement ensures that the belly/curl arc is gradual).

The belly/curl arc must span the entire length of the front foil and appear to be a gradual arc with the deepest point, not further back than 12 inches from the leading edge. The belly/curl arc must start at the front foil's leading edge and shall not exceed a depth of 2 inches. Front foil thickness cannot exceed 3.6 inches.

All braces or supports shall be oriented thin edge to face the air stream. Only rectangular, round or oval metal braces not exceeding 1-inch in width will be permitted. Adjustable bracing will not be permitted.

Aero elliptical brace material will not be permitted.

Brace or support shall not resemble a wicker bill or a split wing. Side boards must be mounted square to the center foil and parallel to each other. Any kick-out will not be permitted.

FRONT:

The Front side boards will have a maximum 12 inches tall and 26 inches long with an overhang not exceeding 1-inch from the center foil front edge to the side board front edge. Side boards may have a maximum 1/2-inch front, back, top and bottom turnout(s) (flange).

TOP:

The Top wing side boards maximum size will be 72 inches long and 30 inches tall. The top 2/3's of each top wing side panel shall consist of only 2 corners. Each corner shall be set at a 90° angle with no variance. This portion of the side panel's leading edge may not be behind the center foils leading edge.

Panels must be of one-piece construction.

Panels must be fabricated flat. Turnouts on all edges of the wing must not exceed 1-1/4" x 1-1/4" and must be orientated at a 90° angle to the flat portion of the side panel.

- The driver's right side opening must be a minimum 10" vertical and minimum 21" horizontal at any point. Body panels or sheet metal may extend rearward to triangular bar at back of roll cage and may extend downward past shock mount to horizontal bar at driver's compartment. No gurney lips or turnouts are allowed on any body panels. Bottom frame rails behind driver's seat cannot be enclosed. Hoods may be a multiple-piece design, but must appear to be one continuous piece.
 - No part of the car can extend past front bumper, with bumper no more than 23" from front of front axle. No body pieces to extend beyond front torsion tube except hood.
 - No pieces may be added to the basic frame so as to resemble, imitate, or be specifically designed to deflect, trap, or form a windbreak of any nature, except those used to cool or protect the motor and braking system.
 - No titanium in the chassis construction
 - No filling of nerf bars or bumpers. No solid steel nerf bars or bumpers.
 - Floor pan and body panels may not be thicker than .125" and must be made from aluminum or carbon steel only.
 - Drilling of any bolts, fasteners, or heim ends is prohibited.
 - No mirrors, radios, or communications equipment is allowed. No on-board computers or any computer adjustable devices allowed.
 - All Star approved Schoenfeld muffler (part #112535) is mandatory at all tracks that have muffler rule. Track must waive muffler rule, if unwilling to enforce this part number.
 - The right rear wheel is limited to 18" wide and the left rear wheel is limited to 15" wide.
 - Any car determined unsafe by All Star officials will not be allowed to race.
 - Anything new or experimental has to be approved by the All Stars in advance of race date.
 - Flame retardant drive suit and gloves are required. Driver must wear full face Snell approved helmet any time the car is fired. 5-point hitch 3" wide seat belts are required.
 - All parts have to resemble sprint car parts.
 - No adjustments within the drivers reach inside or out of the cockpit except for fuel shutoff and one way wing slider forward and back only.
 - One way radios are mandatory at all times when you are on the track. All drivers must obey signals, communications, blackboard(s) and/or any other Official's communications that assist in the direction and facilitation of creating proper lineups and/or the process of completing the event.
- Failure to do as instructed you will be disqualified.

SUGGESTED SAFETY EQUIPMENT

- Driver suit should be a minimum of two layers.
- Underwear, head sock, gloves, foot socks, and shoes should all be flame retardant.
- Neck collars
- Arm restraints
- Headrest & roll cage padding
- Rock screen
- Right headnet or support. Headnet equipped with a quick-release capability
- Knee pads or padded steering
- Fuel/fume detector
- Drag line safety strap
- Wrap around safety seat
- Drive line collar or safety blanket
- HANS device

WEIGHT RULE PROCEDURE

- At the beginning of each event, All Star officials will determine whether track scales or All Star scales will be used as the official scales for event. Car and driver are weighed as one unit, with driver seated inside the car. Car with driver cannot weigh less than 1,375 pounds when weighed as follows:
- Mandatory weigh-in for everyone immediately after car exits the track following qualification.
- Top five cars that finish A-main must weigh in immediately following the event as you exit the track.
- Random weigh-in is possible at any time during program, including after feature finish.
- 1,375 pounds is with or without mufflers.
- Cars may cross scales no more than twice to determine weight.
- Scales available at any time for checking weight before program begins, with opportunity to add weight.
- It is your responsibility to remove mud before any weigh-in.
- If car crashes during hot laps or qualifying before weighing, car will be weighed after heat race or first race run.
- Weights, if added, must be bolted to mainframe and have car # visibly marked on the weight.
- If weight is lost during a race, the car will be black-flagged.

WEIGHT RULE PENALTIES

1. If your car is found too light after qualifications, your time will be scratched, and you will be given an opportunity to bring your car up to required weight.
2. Once you are re-weighed and pronounced legal, your car starts on the tail of all races.
3. If your car is found too light after a heat race, you will be disqualified from that race, and you will be given an opportunity to bring your car up to the required weight for the C-main or B-main.
4. If your car is found too light after the C-main or B-main, you will be disqualified for the night and lose all points and money for the night. Show-up points are still awarded.
5. If car is found too light after the A-main, you will lose all points and money for the night. Show-up points are still awarded.
6. Regarding #4 and #5 above, last place money and last place points will be awarded if officials determine that weight loss was due to extenuating circumstances, such as parts missing as a result of a crash, etc.
7. Failure to go to scales as required under "Weight Rule Procedure" section will result in loss of money and points for the race in which it occurred.

EVENT PROCEDURES

- 1. PUSH OFF.** You are allowed only one push-off per race. If you require a second push-off, you go to the tail. A push-off is not a push-off until the motor has fired. After drivers have been called to line up for the A-Main, you must be in line for push-off by the time the 8 min. horn has sounded, or you go to the tail. If belts come loose, driver must stop by an official to buckle up. You will get your spot back if green has not been waved.
- 2. GREEN FLAG.** When the green waves, that constitutes the start of the race. The entire field must complete one lap, including the car causing the yellow or red, or the race will be a complete restart. Cars causing the yellow or red go to the tail.
- 3. YELLOW FLAG.** If you stop on the racetrack, you are considered part of the yellow, and you go to the tail. If you are in any combination of three yellows or reds, you are disqualified from that race. Once you have been pushed off, you cannot delay the start. If you do, you must go to the tail. During yellow, no working on the car on the track is allowed at any time, subject to disqualification. If you run over debris on the track and it becomes hooked to your car and officials consider it dangerous, you will be stopped and given back your spot. If debris is your own and causes a yellow, you must go to the tail. No other work is allowed on the car, other than fixing debris. If you lose a muffler during a race, you are disqualified for that race. If you spin and yellow is brought out, you go to the tail even if your car continued under power. First-lap restarts will be moved straight up if there is no red.
- 4. RED FLAG.** On red flag, if you go to the pits you go to the tail. Red flag area will be on the track as designated at the drivers meeting. Do not pass crash site. Officials will have you pushed to designated area if needed. If any tire is changed on red, you go to the tail. You must not hold up restart, or you will be moved to the tail. Any first-lap restarts after red will be staggered. **ALL RED FLAGS ARE CONSIDERED CLOSED REDS.**
- 5. LINING UP FOR ORIGINAL STARTS.** All rows must be lined up 2 x 2 and nose to tail. The front row will bring the field to the white chalk line at a moderate pace. When this spot is reached, the front row must accelerate. When the front row accelerates, the remainder of the field may do so also. If you are not paying attention and are passed, this is not a jump. Cars may not break formation and move high or drive low before the front row reaches the chalk line. No laying back and creating a gap so as to "get a run." Any starters that do not start the race properly, the start will be called back and the offender or offenders penalized two positions.
- 6. LINING UP FOR RESTARTS.** Form a single file line, nose to tail, and do not race. Officials will correct the line-up when they receive it from scorers. When a yellow or red is dropped, the cars will be lined up based on the previously scored green flag gap, minus the cars involved in the yellow or red. Cars involved in the yellow or red go to the tail. When preparing for the restart, the leader will bring the field to the white chalk line at a moderate pace. All cars must be nose to tail. No leaving gaps in order to "get a run." The leader may accelerate anywhere between the white chalk line near the end of turn four and the pylon located on the front straight. No cars may pass until they pass the pylon. If a car passes before pylon, or hits pylon, or drives below pylon, that car will be put to the tail.
- 7. CHECKERED FLAG/FINISH.** The race is complete once the flagman has displayed the checkered AND the leader has crossed the finish line. If the yellow or red is displayed after the leader crosses the line under checkered, All cars that have not crossed the line will be scored by their last completed lap minus the cars that cause the caution.
- 8. BLACK FLAG.** If pointed at you, go to the pits for consultation with officials. If something is broken on your car, there is no grace period for repairs, and you must be back on the track by the one-lap to go signal.
- 9. FLAT TIRE AND OTHER REPAIRS.** During qualifying events there is no grace period to change flat tires or to make other repairs. If the caution flag is out, or if you cause a caution flag, you may go to the pits for repairs but must be pushed-off and on the track by the time the one-lap signal has been given. Failure to comply will result in a black

flag. No car may race or attempt to race on a flat tire. The decision as to whether a tire is flat rests solely with All Star officials. There is a 2 lap flat tire rule for A-Main only.

10. **FUEL STOP.** There will be NO open red flag fuel stops. You must be prepared to complete the designated amount of laps by using a larger fuel cell if necessary. If there should be an extraordinary amount of caution laps run, it is then up to the discretion of the All Star Officials to allow fuel & air ONLY to be added during a red flag. If a fuel stop does happen you can have only one person do fuel & air, these stops will be timed stops with the air horns to end these stops, if you do not clear the track as instructed, you will be put to the tail on the restart. No other adjustments will be made to the car during the course of the race. Any team caught making adjustments to the car during a red flag stop will be disqualified and scored in last place for that event.
11. **LAPPED CARS.** Hold their positions in all races.
12. **SWITCHING CARS.** If driver does not make a race in his own car, he can start the race in a qualified car, but must start from the tail. Car qualifies for any race, not the driver. Anyone that switches cars is racing for money only not points. If you qualify two cars, you automatically scratch your first time and first car.
13. Running under infield tires or off the racing surface to advance position will result in a penalty of two spots per car passed.
14. Any driver **STOPPING ON THE TRACK** to protest will be disqualified. This excludes stopping on the track if instructed by an official or for safety equipment reasons.
15. **PASSING THE PACE CAR** will result in a \$50 fine.
16. **TOP THREE FINISHERS** in the A-main must stop on track as designated by All Star official after they cross the scales, or face a \$500 fine. Winners of the B-main, C-main & Dash **MUST** stop on the race track or in the designated winner's circle.
17. **Funds availability-Payout Procedures.**
Payout will be done at the conclusion of the nights racing events. The payout will be done at the pill draw table, unless otherwise noted in the drivers meeting.
Purse payouts are available the 3rd business day after the race event is completed, when paid by check. Specifically after we deposit race proceeds, it takes (2) business days past the race event for bank to determine whether there are good funds available for disbursement. Hence, purse disbursements are available there after.
18. **Drivers, owners, or team members FIGHTING, GRABBING, STRIKING OR VERBALLY ABUSING another driver, owner, or team member will result in the following: \$1,000 fine and forfeiture of all prize money, tow money, and points for that event and any costs incurred. Cost (like medical expenses or destruction of property) must be paid by perpetrator before the team can race at another All Star event. Suspensions are possible.**
Drivers, owners, or team members GRABBING, STRIKING, VERBALLY ABUSING, OR ARGUING (including scoring while you are on the track) WITH ALL STAR OFFICIALS WILL RESULT THE SAME AS ABOVE.
Owners are responsible for their team's actions and for damage they may cause.
19. **CONDUCT DETRIMENTAL TO SERIES.** Conduct deemed by All Star management to be detrimental to the series, whether by spoken or written word or by actions, will not be tolerated. This includes, but is not limited to situations involving track owners, promoters, track employees, media or spectators. Depending on the severity, penalties may include suspensions, fines, or other disciplinary actions as determined by All Star management.
20. **OTHER PENALTIES MAY BE APPLIED DEPENDING ON THE SPECIFIC SITUATION.**
21. **ALL OTHER RULES WILL BE TRACK RULES AND WILL BE DISCUSSED AT DRIVER'S MEETING.**

SPRINT PROGRAM PROCEDURES

1. **PILL DRAW.** All cars must draw a pill for qualifying order; pill draw ends when drivers meeting starts. Any cars not drawing a pill will be added after the last car that did draw.
2. **QUALIFYING.** All cars qualify in order drawn and cannot be out of order by more than three cars. If you miss your spot by more than three cars, you will get one (1) lap at the end of qualifying with your time being no better than 25th. **Qualifications for 40 cars or less will consist of two laps under green unless otherwise noted at the drivers meeting; 41 or more will consist of 1 timed lap.** If a car is unable to hot lap, one free lap will be given prior to your timed run. Qualifications will officially conclude two minutes after last car qualified. Cars must go directly to the scales after qualifying, or your time will be disqualified.
3. **HEATS.** After qualifying, heats will be lined up staggered straight up with six cars inverted. No more than four (4) official qualifying heats will be run. A qualifying heat is one in which cars transfer directly to the A-MAIN. Any heat races in excess of four will be of a "last chance" nature, where the winner or additional finishers, as determined by the officials, will tag the tail of the official qualifying heat races. Cars that do not take a time trial will tag the tail of a heat or last chance race. A total of (5) cars will qualify for the A-MAIN from qualifying heats. If a qualified car is disqualified after a heat, an extra car or cars will be taken out of the B-MAIN. 12 cars will be the max. number of cars in a heat.
4. **DASH.** The six fastest All Star members who qualify through the heats will run the dash. Inverted by time, dash will be (6) laps and carry points toward the season ending points championship. **(See Points section of this rule book.)** If a car declines to run the dash, the next fastest qualified member car will be added. The dash can be eliminated due to weather.
5. **C-MAIN.** If car count warrants a C-MAIN, top 18 qualifiers not already qualified for the A-MAIN will run the B-MAIN lined up by times. Remaining cars will run C-MAIN lined up by times.
6. **B-MAIN.** Top 18 cars not already qualified for the A main will run the B main plus two cars from the C main. B main will be lined up by qualifying times straight up. Cars advancing from C to B receive their times back. Cars advancing from B to A receive their times back but cannot start better than **11th** starting position, completing the 24 car field.
7. **A-MAIN.** The fastest six cars advancing to the A-MAIN through the qualifying heat races will be lined up by a pill draw with fans doing the draw on the front straightaway fast time first etc. Remainder of 24-car field lined up by times. There will NOT be any alternates, the 24 cars qualified for the A-MAIN from the heats and B-MAIN will be the 24 starters.
8. Drivers/Owners are responsible for checking A-MAIN finish as posted by All Star officials at the All Star trailer & pit board. Any protest must be lodged within 10 minutes of posting, after which time payoff will be released.
9. We will be using air horns to start an eight min. clock to get cars to the push off lane. Most times it will be for the 1st heat, dash, & A-MAIN. 2nd heat etc. will be required to be in the push off lane by the time the heat race on the track finishes, same with the B-MAIN following the dash. Once the horn sounds, you have eight min. to be rolling to the push off lane, we will blow the horn twice with four min. left & when time is up. Anyone not rolling will be put to the tail.

Provisional/Promoter Option Guidelines

There will be no "provisional" or "promoters' option" A-Main starting positions. The only exception to this **rule** is if a specific, mutually acceptable agreement exists between the promoter and All Star management. Should such an agreement exist, the specific formula and details must be announced at the driver's meeting. After the conclusion of the driver's meeting, no addition or changes can be made. If an All-Star member is added to the field, the team will race for the designated prize money only, and no All Star A-Main points will be awarded.

Situations may arise that are not precisely covered in this Rule Book. All rulings and interpretations of the rules included herein will be made by All Star officials, and these judgments will be final.



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