



2012 RULE BOOK

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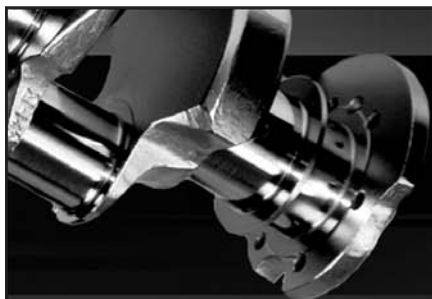
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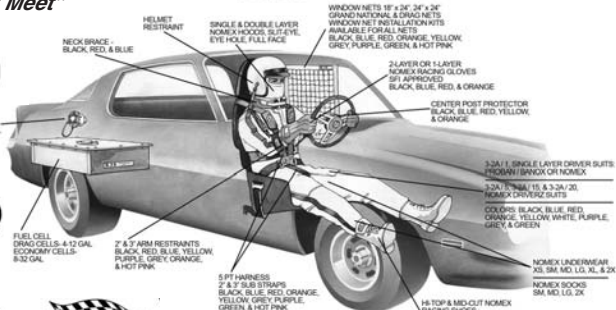


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2012 RULE BOOK

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.



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2012 ALL STAR CIRCUIT OF CHAMPIONS RULE BOOK & PROCEDURES

1. 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.
2. **Professional Conduct**
 - 2.1. Drivers, owners, or team members fighting, grabbing, striking or verbally abusing another driver, owner, or team member will result in the following:
 - 2.1.1. \$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 as determined by All Star officials.
 - 2.2. Drivers, owners, or team members fighting, grabbing, striking one another or verbally abusing (including scoring) while you are on the track) will result in the same consequences as in 2.1.1.
 - 2.3. Owners are responsible for their team's actions and for damage they may cause.
 - 2.4. 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.
3. **Tires**
 - 3.1.1.1 Right and Left rear tires must be Goodyear. The compounds available will be G100, G200, and G300. The same right rear must be used for qualifying, heat race and A-Main. The tire will be marked and compound noted when you cross the scales after qualifying. If you get a flat or cut right rear anytime during the night you must replace it with the same compound. In the event a tire gets damaged you must notify an All Star official immediately. The tire change must be approved by an All Star official and the tire may be confiscated. Any car that gets a damaged tire in the heat race cannot start better than 11th in the A-Main. If a change is made between qualifying and heat race, that car loses its time for the rest of the program. A different spec tire can be used in the C-Main, B-Main, and Dash, but then use the marked tire for the A-Main.
 - 3.1.1.2 Both Front tires must be Goodyear 200 (D 2592) A Goodyear 400 will be the emergency tire and may only be introduced at the discretion of the UNOH All Star Series.
 - 3.1.2. Any rear tire tested must conform to the manufacturer submitted benchmark sample.
 - 3.1.2.1. Any tire that does not match the benchmark will be considered illegal and that driver and car will be suspended for the next ten All Star sanctioned events and all winnings will be forfeited for the event the tire was determined illegal by laboratory test.
 - 3.1.2.2. Owners may be required to pay lab cost for tire test. The costs incurred may be up to \$400.00
 - 3.1.2.3. Any team can protest a tire's legality for a fee of \$400.00.
 - 3.1.2.3.1. Process:
 - 3.1.2.3.1.1. \$400.00 payment made payable to All Star Championship Racing, Inc.
 - 3.1.2.3.1.2. Tire Sample is taken and sealed, for example sample is sealed and placed in FedEx container.
 - 3.1.2.3.1.3. Lab Results will be sent to all parties concerned within 7 business days.
4. **Rookie of the Year**
 - 4.1. Awarded to the rookie driver finishing highest in All Star points who has signed up as a rookie candidate by the first race.
 - 4.2. Must be a member in good standing.
 - 4.3. Cannot have raced in more than 35% of All Star points races in any previous year.
 - 4.4. Cannot have run in 85% of any sanctioned races for 2 seasons in a row.
 - 4.5. Must display required decals.
5. **All Star Membership Rules**
 - 5.1. Membership benefits and points start only when application and money are received.
 - 5.2. 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.
 - 5.3. Membership credentials to be used by owner and team members only.
 - 5.4. Owner and driver receives free admission with purchase of Team Membership plus 2 crew discounted passes. (Some events may not have discounted passes.) You must be participating in the event to receive these benefits.
 - 5.5. Driver's membership credentials are not transferable to any other person. Transferring or attempting to transfer a driver's membership credentials to another person will result in forfeiture of membership credentials.
 - 5.6. Members may need to present photo I.D. at time of sign-in at pit gate.
 - 5.7. Each joining member bears the responsibility of unauthorized use of team membership credentials.
 - 5.8. The use of series sponsor credentials by any person directly or indirectly affiliated with a race team is strictly prohibited.
 - 5.9. Misuse of any type of membership credentials will result in forfeiture of membership.
 - 5.10. 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.
 - 5.11. Any visible equipment changes and/or performance enhancing changes to equipment previously approved by the All Stars must be approved in writing prior to introduction into competition by the All Star Circuit of Champions.
 - 5.12. 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.

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6. 2012 Owner/Driver Eligibility

- 6.1. Both owner and driver must be members in good standing to be eligible for appearance money, season point's fund, and contingency awards.
- 6.2. Driver must be an All Star member in order to earn points for car owner.
- 6.3. Championship Points are kept separately for driver and owner.
- 6.4. Both car and driver must be ready to race and signed into pits to receive points.
- 6.5. Any member running a non-sanctioned race paying more than \$3,000 to win within 24 hours of an All Star sanctioned event will lose 2 nights of appearance and prorated points money unless approved by All Star senior management.
- 6.6. If a multi-day show is held at same track, appearance money is paid on the final night only.
- 6.7. Driver and/or Owner will be allowed no unexcused absence from a scheduled All Star event to maintain eligibility to receive tow money. Excused absences will be adjudicated by All Star senior management.
- 6.8. The bottom 6" of the top wing, 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.
- 6.9. 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.
- 6.10. Cars/Drivers advancing through C or B mains receive points in highest main only.
- 6.11. 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.
- 6.12. Must take the green in B- and C-Mains to receive points.
- 6.13. 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.
- 6.14. You will receive points for the car you draw a pill for; if you have to use your backup car you still receive your points.
- 6.15. For any discrepancy in point standings, a review must be requested within 30 days of the date of the event in question.
- 6.16. 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.
- 6.17. Teams running for the points must use a fuel safe 30 gallon tank.

7. Points System Policy

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

POINTS SYSTEM BREAKDOWN

A-MAIN POINTS

HEAT RACE POINTS

Show-up points: 100

B-Main: 15

C-Main: 10

D-Main: 5

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

1st. 5 pts
2nd. 4 pts
3rd. 3 pts
4th. 2 pts
5th. 1 pt

8. Sprint Car Rules and Procedures & Car and Driver Specifications

8.1. ENGINE

- 8.1.1. 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.
- 8.1.2. 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.
- 8.1.3. The engine block and cylinders must be machined from cast aluminum. Billet machined blocks and/or cylinder heads will not be permitted.
- 8.1.4. Engines with the magneto and/or distributor in a forward mounted and/or front mounted position must be approved prior to competition.



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- 8.1.10. Cylinder heads must retain a traditional valve pattern. Rotation of the valves will not be permitted. Canted or slanted-valve cylinder heads must be approved prior to introduction into competition.
- 8.1.11. Only steel connecting rods with a maximum length of 6.000 inches will be permitted.
- 8.1.12. 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.
- 8.1.13. 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.
- 8.1.14. 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.
- 8.1.15. A minimum of two (2) throttle return springs must be used to mechanically return the throttle to a fully closed position.
- 8.1.16. 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.
- 8.1.17. Steel and stainless steel headers will be permitted. Titanium headers will not be permitted.
- 8.1.18. 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.
- 8.1.19. 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 Circuit of Champions sanctioned events. 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.
- 8.2. A4MP Alternative 410 Motor Program
 - 8.2.1. The A4MP Alternative 410 Motor Program is legal for use in all All Star Circuit of Champions sanctioned events.
 - 8.2.1.1. The rules and specifications for this program are available at: www.alternative410motor.com.
 - 8.2.1.2. All winnings will be held until motor is determined legal by means outlined at www.alternative410motor.com.
- 8.3. TRACTION CONTROL
 - 8.3.1. 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.
- 8.4. FUEL
 - 8.4.1. Methanol only.
 - 8.4.2. No additives, except All Star approved top oil, which must pass All Star fuel test. No nitrous oxide, no turbochargers 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 that driver and car will be suspended for the next ten All Star races. Owner may be required to pay lab cost for fuel test.
- 8.5. FUEL CELL
 - 8.5.1. 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.
- 8.6. DRIVE LINE
 - 8.6.1. 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.
- 8.7. CHASSIS
 - 8.7.1. Minimum tubing size and thickness. The following are subject to inspection:
 - 8.7.2. TOP RAILS must be a minimum 1 1/2" diameter x .095 thickness.
 - 8.7.3. BOTTOM RAILS must be a minimum 1 3/8" diameter x .095 thickness or 1 1/2" diameter x .083 thickness.
 - 8.7.4. ROLL CAGE UPRIGHTS must be a minimum 1 3/8" diameter x .083 thickness.
 - 8.7.5. ROLL CAGE TOP CROSS MEMBERS must be a minimum 1 1/2" diameter x .095 thickness.
 - 8.7.6. 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.
 - 8.7.7. BRACE must be a minimum 1 1/4" diameter x .063 thickness.

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8.7.8. REAR BUMPERS

8.7.8.1. 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.

8.7.9. FRONT AXLES

8.7.9.1. 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.

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

8.9. 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 for. 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.

8.10. Top and Front Wings

8.10.1. 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.

8.10.2. 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.

8.10.3. 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.

8.10.4. 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.

8.10.5. 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. 8.10.6. Foils or rudders will not be permitted anywhere on the top wing.

8.10.7. 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° angles.

8.10.8. 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.

8.10.9. 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 event in which the change will be made.

8.10.10. The maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20 inches.

8.10.11. 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.

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

8.10.13. 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.

8.10.14. 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.

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

8.10.16. 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 blueprint 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).

8.10.17. 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

8.10.18. 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.

8.10.19. Aero elliptical brace material will not be permitted.

8.10.20. Brace or support shall not resemble a wicker bill or a split wing.

8.10.21. Side boards must be mounted square to the center foil and parallel to each other. Any kick-out will not be permitted.

8.10.22. 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.

8.10.23. Side boards may have a maximum 1/2"-inch front, back, top and bottom turnout(s) (flange).



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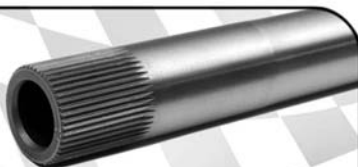
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- 8.10.24. The Top wing side boards maximum size will be 72 inches long and 30 inches tall. The top 2/3s of each top wing side panel shall consist of only 2 corners. Each corner shall be set at a 90° angle with no variance. This portion of the side panel's leading edge may not be behind the center foil's leading edge.
- 8.10.25. Panels must be of one-piece construction.
- 8.10.26. 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.
- 8.11. 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.
- 8.12. 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.
- 8.13. 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.
- 8.14. No titanium in the chassis construction.
- 8.15. No filling of nerf bars or bumpers. No solid steel nerf bars or bumpers.
- 8.16. Floor pan and body panels may not be thicker than .125" and must be made from aluminum or carbon steel only.
- 8.17. Drilling of any bolts, fasteners, or heim ends is prohibited.
- 8.18. No mirrors, radios, or communications equipment is allowed. No on-board computers or any computer adjustable devices allowed.
- 8.19. 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.
- 8.20. The right rear wheel is limited to 18" wide and the left rear wheel is limited to 15" wide.
- 8.21. Any car determined unsafe by All Star officials will not be allowed to race.
- 8.22. Anything new or experimental has to be approved by the All Stars in advance of race date.
- 8.23. 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.
- 8.24. All parts have to resemble sprint car parts.
- 8.25. No adjustments within the driver's reach inside or out of the cockpit except for fuel shutoff and one-way wing slider forward and back only.
- 8.26. 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.
- 8.26.1. Failure to use your raciever or do as instructed you will be disqualified.

9. Suggested Safety Equipment:

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

10. Weight Rule Procedure:

- 10.1. At the beginning of each event, All Stars will determine whether track scales or All Star scales are 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:
 - 10.1.1. Mandatory weigh-in for everyone immediately after qualifications as you come off the track.
 - 10.1.2. Top 5 cars that finish A-Main must weigh.
 - 10.1.3. Random weigh-in at any time during program, including after feature finish.
- 10.2. 1,375 pounds is with or without mufflers.
- 10.3. Cars may cross scales no more than twice to determine weight.
- 10.4. Scales available at any time for checking weight before program begins, with opportunity to add weight.
- 10.5. It is your responsibility to remove mud before any weigh-in.
- 10.6. If car crashes during hot laps or qualifying before weighing, car will be weighed after heat race or first race run.
- 10.7. Weights, if added, must be bolted to mainframe and have car # visibly marked on the weight.
- 10.8. If weight is lost during a race, the car will be black-flagged.
- 10.9. Weight Rule Penalties:
 - 10.9.1. If 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.

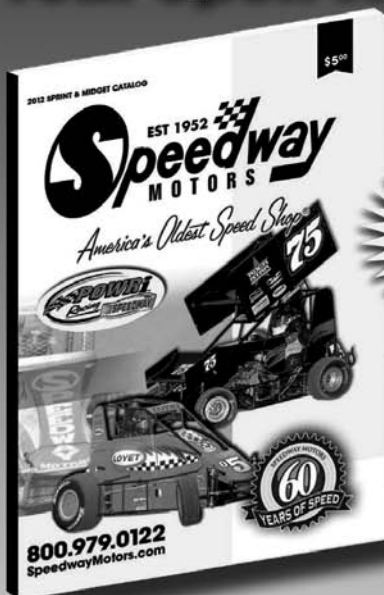


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- 10.9.2. Once you are re-weighed and pronounced legal, your car starts on the tail of all races.
- 10.9.3. If car is found too light after a Heat race, you will be disqualified from that race and you will be given an opportunity to bring your car up to the required weight for the C-Main or B-Main.
- 10.9.4. If 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.
- 10.9.5. 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.
- 10.9.6. 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.
- 10.9.7. 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.

11. Track Procedures:

- 11.1. **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 push until the motor fires. 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.
- 11.2. **GREEN FLAG.** When the green waves, that constitutes the start of the race. The entire field must complete one lap or the race will be a complete restart. Cars causing the yellow or red go to the tail.
- 11.3. **YELLOW FLAG.** If you stop on the racetrack you are considered part of the yellow, you go to the tail. If you are in any combination of 3 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 allowed on car, other than fixing debris. If you lose a muffler during 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.
- 11.4. **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. 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 will be closed. Should series officials decide to open a red flag - in the event of a lengthy stoppage of the race - each driver can have as many crew members attend to the car as they wish. Any changes can be made to the car with the exception of tires - no tire changes will be permitted or the driver will be sent to the tail. Each open red will be under a time limit. When UNOH All Star officials sound the all-clear horn, all crew members must exit the speedway immediately. Any team holding up the restart of the race will have their car go to the tail.
- 11.5. **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. Anyone jumping or laying back to create a gap so as to "get a run" or brake checking will be considered the same as a jump. Any starters that do not start the race properly, the start will be called back and the offender or offenders penalized 2 positions.
- 11.6. **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. 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, or leaves a gap that car will be put to the tail.
- 11.7. **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 are involved in the caution. In the event the yellow comes out after the leader takes the white flag it will be a green white checker to complete that event.
- 11.8. **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.
- 11.9. **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.
- 11.10. **FUEL STOP.** There will be NO open red flag fuel stops unless 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 2 people 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. Any team caught doing anything other than fuel and air to the car during a red flag stop will be disqualified and scored in last place for that event. Fuel stops will be as follows under 3/8 mile 80 laps 3/8 and over 70 laps 1/2 mile and over 60 laps green and yellows combined.
- 11.11. **LAPPED CARS.** Hold their positions in all races. If a lapped car refuses to hold their position that car will be

black-flagged.

- 11.12. 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.
- 11.13. Running under infield tires or off the racing surface to advance position will result in a penalty of two spots per car passed.
- 11.14. Any driver STOPPING ON THE TRACK to protest will be disqualified. This excludes stopping on the track if instructed by an official.
- 11.15. PASSING THE PACE CAR will result in a \$50 fine.
- 11.16. TOP FIVE FINISHERS in the A-Main must go to the scales immediately after the A-Main. You will be told on the raceholder who you are. Failure to scale will result in a disqualification. The top 3 must come to the victory lane designated by All Star official after they cross the scales, or face a \$500 fine.
- 11.17. Winners of the B-Main, C-Main & Dash MUST stop on the race track or in the designated winner's circle.

12. Sprint Program

- 12.1. 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.
 - 12.2. 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 3 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 2 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 qualifies. Cars must go directly to the scales after qualifying or your time will be disqualified.
 - 12.3. 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 the top five cars transfer directly to the A-Main. Cars that do not take a time trial will tag the tail of a heat 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.
 - 12.4. DASH. The 6 fastest cars that make it out of the heat races will be in the pick 6 to determine the starting order of the dash. The finishing order of the dash will be the starting order of the top 6 positions of the A-Main.
 - 12.5. 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.
 - 12.6. B-MAIN. Top 18 cars not already qualified for the A-Main will run the B-Main plus 2 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.
 - 12.7. A-MAIN. The finishing order of the dash will determine the first six starting positions, the next 4 fastest out of the heats will be positions 7 through 10. Positions 11 through 24 will be lined up by times for the cars that qualify for the A-Main. There will be no alternates for the A-Main.
 - 12.8. 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.
 - 12.9.10. SCORING (SPLIT LAP). A lap will not be scored on the original start or any restarts unless all cars complete the lap by crossing the start/finish line. At all other times once the leader completes a lap it counts toward the total laps of that event; all cars scored under green flag conditions hold that spot all other cars will be lined up by the order of their last completed lap minus the cars involved in the caution or red.
 - 12.10. Provisional/ Promoter Option Guidelines.
 - 12.10.1. 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 drivers meeting. After the conclusion of the drivers 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.
13. 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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