



2026 All Star Circuit of Champions Sprint Car Series Rule Book

Published: February 25, 2026

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Table of Contents

1. Series Administration

- 1.1. Rules and Procedures
- 1.2. Driver Eligibility
- 1.3. Conduct
- 1.4. Series Championship

2. Personal Safety Equipment

- 2.1. General
- 2.2. Seat Belt/Restraint System
- 2.3. Protective Clothing
- 2.4. Seats
- 2.5. Helmets
- 2.6. Fire Suppression
- 2.7. Miscellaneous

3. Event Procedures

- 3.1. Inspections
- 3.2. Pill Draw
- 3.3. Driver/Crew Chief Meeting
- 3.4. Hot Laps
- 3.5. Qualifying
- 3.6. Racing
- 3.7. Flag Rules/Official's Signals
- 3.8. Back Up Cars / Driver Changes
- 3.9. Series & Car Decals

4. Scoring

5. Payoff Procedures

6. Provisional

7. Points Breakdown

8. Format

9. Penalties

- 9.1. Penalties

10. Car Rules

- 10.1. Engines
- 10.2. Fuel
- 10.3. Muffler and Sound Reduction Devices
- 10.4. Traction Control Devices
- 10.5. Chassis/Frame
- 10.6. Weight
- 10.7. Body
- 10.8. Wings
- 10.9. Wheels/ Wheel Covers
- 10.10. Tires
- 10.11. Shocks
- 10.12. Other

11. Drawings

1. SERIES ADMINISTRATION

1.1. Rules and procedures

- 1.1.1.** Any team and/or driver that does not adhere to the procedures and specifications written in this rulebook will be subject to penalties as determined by All Star series officials.
- 1.1.2.** Special rules may be made by the All-Star series officials for an Event. Such special rules shall apply to the conduct of the Event if they are published or announced prior to or during the Event.

1.2. Driver Eligibility

- 1.2.1.** To be approved, secure and maintain an All-Star Circuit of Champions Membership any All-Star Circuit of Champions member, at minimum, must be at least 16 years of age.
- 1.2.2.** For drivers ages 16 and 17:
 - a)** A parent must sign the Release and Indemnity Agreement approved by the Series insurers.
 - b)** Execute and deliver to All Star Circuit of Champions such authorizations, releases, applications, consents, waivers, resumes and other documents as maybe required from time-to-time.
 - c)** Following completion of all documentation, waivers, consents, resumes, other documents and/or training modules, a driver must be approved by an All-Star Official for competition before becoming eligible to participate in any sanctioned Event.
 - d)** Failure to meet any criteria may result in an indefinite suspension from All Star Circuit of Champions Events. The right of any individual under the age of 18 to participate is subject to the sole discretion of the All-Star series officials.

1.3. Conduct

- 1.3.1.** The All-Star Circuit of Champions conducts itself as one of the top Sprint Car series in the United States and expects its competitors to conduct themselves in a professional manner at all times during any event and/or when representing the series. The team owners are solely responsible for the conduct of their drivers and/or team members and/or anyone connected to or affiliated with that owner's team.
- 1.3.2.** All Competitors agree to act in a professional manner as determined by All Star series officials. A professional manner includes, but is not limited to verbal representation, written representation, electronic representation, social media, and/or any representation that may represent or reflect on the All-Star Circuit of Champions, the sport of Sprint Car racing and/or motorsports in general and/or any affiliates.
- 1.3.3.** Verbal or physical abuse of All Star series officials, track officials, support staff, etc. is not permitted.
- 1.3.4.** Verbal or physical altercations involving competitors are not permitted anywhere on the facility grounds.
- 1.3.5.** All Competitors will not be permitted to compete and/or participate while under the influence of any alcoholic beverages and/or illegal substances.
- 1.3.6.** Speeding in the pits with a racecar or any team associated vehicle is not permitted.
- 1.3.7.** Competitors and team members are not permitted on the racing surface, in the tower, or any other controlled area without permission.
- 1.3.8.** Competitors are not permitted to exit their car at any time during competition and approach another competitor or their car. **Competitors exiting their car may be subject to disqualification from the race.**

- 1.3.9.** During an Event, any Competitor may be requested to report to the All-Star Circuit of Champions Trailer or other agreeable location for consultation with All Star series officials. The request may be communicated over the one-way radio and/or verbally. Failure to comply with the request will be subject to fine and/or suspension and/or any other action deemed appropriate by All Star series officials.
- 1.3.10.** As a disciplinary action, a driver and/or race team may be subject to penalties including loss of qualifying time, laps, disqualification, expulsion, probation, fines, suspensions, and any other methods deemed necessary by All Star series officials.
- 1.3.11.** When a pill is drawn, the team entering the event agrees to have full understanding and acceptance of the 2025 series rulebook. Each competitor agrees to adhere to the rules of the series and follow the direction of All Star series officials. Failure to abide by this agreement may result in penalties.
- 1.3.12.** Competitors will not be permitted to tamper with track racing surface. Any participants who tamper with the track racing surface are subject to penalty.

1.4. Series Championship

- 1.4.1.** Championship – The All-Star Circuit of Champions will award team owners (“Owners”) and Sprint Car drivers (“Drivers”) points based upon their finish in each Series race Event as set forth in Section H of this rulebook. At the end of the Series scheduled season, the All-Star Circuit of Champions shall announce one All Star Circuit of Champions Owners Champion and one Drivers Champion. Posted championship prize money will be awarded solely to the car owners based on the final end of season Owners Champion standings, this is based upon their cumulative points total for the Series. Tie breakers for Owners points and Drivers points will be dictated in the following order: number of wins, number of 2nd place finishes, number of 3rd place finishes and so on until the tie(s) is broken.

2. PERSONAL SAFETY EQUIPMENT

2.1. General

- 2.1.1.** Each Competitor is solely responsible for the effectiveness and proper installation, per the manufacturer’s specifications, of personal safety equipment and determining it to be acceptable for competition at every Event. Each Competitor is expected to investigate and educate themselves for continuing improvement regarding their own personal safety equipment.

2.2. Seat Belt/Restraint System

- 2.2.1.** Each Sprint Car will be equipped with a minimum of an SFI 16.1 or SFI 16.5 or equivalent approved restraint system, valid only until the date of the belt expiration (two years from the date of manufacture). Seat belt restraint systems shall be installed and used in accordance with manufacturer’s instructions. In any type of manufacturer’s installation, the fasteners must be magnetic steel unless using type of mount in which the seat belt must bolt to or wrap around the chassis. No belts-to-seat installation will be allowed unless pre-approved by All Star Official. A seven-point harness is recommended.
- 2.2.2.** Seat belt material should not be permitted to come into contact with any sharp or metal edge, including when the material passes through the seat.

2.3. Protective Clothing

- 2.3.1.** All drivers will be required to wear a fire-resistant driving uniform meeting minimum SFI 3.2A/5 specifications or equivalent and display a valid SFI 3.2A/5 or equivalent label.

- 2.3.2. All drivers should wear SFI or FIA-rated fire-resistant accessories, including, but not limited to head sock or helmet skirt, undergarments, shoes, and socks. All drivers will be required to wear fire-resistant gloves. Shoes and gloves will be required to meet minimum SFI 3.3 or equivalent specifications and display a valid SFI 3.3 or equivalent label.
- 2.3.3. All fire-resistant clothing needs to be in good condition and will be subject to periodic inspections. Any item with holes, tears or excessive wear may not be permitted and may need to be replaced prior to competition.
- 2.3.4. Drivers MUST wear all fire-resistant clothing and have their seat belts fastened at all times, including during engine heat.

2.4. Seats

- 2.4.1. All current aluminum seats must be full containment type construction and must adhere to the general design specifications of SFI 39.2 or equivalent seat construction standards. Design shall include comprehensive head surround, shoulder and torso support system, energy impact foam, and removable head foam.
- 2.4.2. Approved carbon fiber seats must have a current valid SFI 39.2 or equivalent certification.
- 2.4.3. Up fitting a current seat with bolt on kits will be permitted with a seat manufacturer produced kit and an acceptable base seat approved by the seat manufacturer. Components must include comprehensive head surround, shoulder and torso support system, and energy impact foam. It must be installed in accordance with seat manufacturer instructions. Combining components may not meet SFI 39.2 or equivalent certification.
- 2.4.4. Seats must be used as supplied and installed following instructions provided by the seat manufacturer.
- 2.4.5. If the left side head surround is 7 inches or less when measured from the back of the headrest, then a left side head net meeting the SFI 37.1 or equivalent must be installed with a quick release latch. A minimum left side head surround of 4 inches is required.
- 2.4.6. The recommended driver's seats may be revised from time to time with additional approval and/or other changes to the approved list.
- 2.4.7. A right-side head restraint net and/or support are required. All head restraint nets should be equipped with quick release mechanisms.
- 2.4.8. The approved nets may be revised from time-to-time with additional approvals and/or other changes to the approved list.

2.5. Helmets

- 2.5.1. All drivers will be required to wear a full-face helmet with a minimum safety rating of FIA 8860-2018, Snell SA2020, Snell SA2025, Snell EA2016.
- 2.5.2. It is strongly recommended that helmets have the Eject™ helmet removal system installed as per the manufacturer's instructions.
- 2.5.3. At all times during an Event including practice, qualifying and competition (excluding starting the car for engine warm-up) it is required that drivers wear an SFI-approved or equivalent head and neck restraint device/system that is properly mounted and connected per the manufacturer's instructions. The device should meet SFI 38.1 or equivalent specifications and display a valid SFI 38.1 or equivalent label.
- 2.5.4. Arm restraints are recommended and must be connected and used as instructed by the manufacturer.

2.6. Fire Suppression

2.6.1. A fire suppression system that meets the SFI 17.3 specification is highly recommended. The fire suppression system must include a thermal trigger and a manual trigger, both mounted in the driver's compartment. The thermal trigger must be in the lower area of the driver's compartment forward of the seat near the area of the fuel pump. The manual trigger must be mounted where it is easily reachable by the driver while seated and belted in the seat. A minimum of one nozzle must be mounted in the lower area of the cockpit forward of the seat. The Department of Transportation (DOT) approved cylinder manufactured of aluminum or steel must be securely mounted to the frame per the manufacturer's instructions and the discretion of All Star series officials. The cylinder must have a minimum capacity of 5 lbs. The system must be fully charged and display a legible and valid SFI 17.3 and manufactures label, easily viewable at any time by All Star series officials. Cylinders that are beyond useful certification date must be inspected, serviced, and re-labeled by the manufacturer. If a nozzle is connected to the cylinder with a line, the line must be metal, or metal reinforced and must be triggered at the end of the line.

2.7. Other (Highly Recommended)

2.7.1. No sharp and/or protruding edges in and around the cockpit.

2.7.2. Windshield screens should be a minimum thickness of 0.090 inch and should be securely fastened to the roll cage.

2.7.3. A clearly marked electrical engine shut off switch within reach of the Driver.

2.7.4. A clearly marked fuel shut off valve within reach of the Driver.

2.7.5. Only SFI flame retardant seat, roll bar, knee and steering pads and/or padding should be utilized.

2.7.6. A drive line containment system, either a steel torque ball housing made of a minimum .120 wall thickness magnetic steel attached to the firewall with steel and/or titanium bolts and/or a torque ball u- joint containment blanket is highly recommended to shield revolving parts within the cockpit.

2.7.7. All teams should have an easily accessible 2.5-gallon FFF fire extinguisher or its equivalent at the back of the team's transporter.

3. EVENT PROCEDURES

3.1. Inspections

3.1.1. At the direction of All Star series officials, all Sprint Cars entered and present at any All-Star Circuit of Champions Event that are intending to compete in the racing Event must pass pre-race inspection prior to any on-track activity. When required, they must obtain an inspection decal and affixed to the chassis. Pre-race inspection may take place in a specified area and/or in regards of space directly at the team's transporter. Refusal to present the Sprint Car vehicle or preventing Officials from completing pre-race inspection will result in disqualification from that Event in addition to potential penalties, suspension, and/or fines.

3.1.2. All Sprint Cars are subject to inspection at any time during the Event. Any car that fails inspection for any reason will be subject to disqualification at any time.

3.1.3. All Star series officials may at their discretion, impound a part/component, engine and/or any other components and/or the complete Sprint Car for competitive analysis and/or research data.

3.1.4. All Sprint Cars are required to report directly to technical inspection when directed to do so by All Star series officials at any time during the event beginning with Hot Laps.

3.1.5. Any car that fails to report directly to technical inspection when directed to do so by All Star series officials will be subject to penalty including disqualification.

3.2. Pill Draw

3.2.1. All drivers and teams must draw for a position in time trial qualifying at the designated location in order to be officially entered for the Event. The drivers and/or teams are responsible for their own pill draw.

3.2.2. All pills must be drawn prior to the posted Team Meeting time. Team Owners will have the ability to have someone draw for a time trial position on their behalf if the team is arriving late.

3.2.3. Any Sprint Car that has not drawn when the draw is closed will take its qualifying at the end of the scheduled lineup and receive only one qualifying lap. The best a late Sprint Car can qualify is the total number of cars inverted +1 in their qualifying flight regardless of the qualifying time of record posted.

3.3. Driver/Crew Chief Meeting

3.3.1. All drivers must attend the Team Meeting. A roll call will start each meeting along with a sign-in sheet. The Driver and Crew Chief from each Team are required to attend each meeting. Those drivers or crew chiefs in violation of not attending the Team Meeting may be subject to penalty.

3.3.2. The format of racing for the event will be announced including type of qualifying, number of heat races, number of laps run in each event. Any deviations from the standard event format or a special event format and any other changes will be announced at the meeting.

3.3.3. The format is subject to change with immediate notice. All drivers are expected to be ready to compete in the next schedule race.

3.3.4. The maximum number of laps to fuel will be given during the Team Meeting but may change due to extenuating circumstances.

3.4. Hot Laps

3.4.1. If wheel packing is necessary, participation is required to retain time trial position unless excused by the All-Star Series Director. If a Sprint Car and Driver do not wheel pack, they will be placed at the end of qualifying and be given one lap to qualify with a time no better than the total number of cars inverted +1 in their qualifying flight regardless of the qualifying time of record posted.

3.4.2. Drivers must hot lap in listed group unless excused by All Star series officials.

3.5. Qualifying

3.5.1. Qualifying will consist of two consecutive timed laps unless otherwise noted and when possible multiple cars at a time. Changes to the two-lap qualifying procedure will be at the discretion of the All-Star series officials.

3.5.2. Only the driver may request a review of Interference during a qualifying lap. The determination of interference will be solely at the discretion of All Star series officials.

- 3.5.3.** Qualifying will take place in the order of the pill draw. Each car and/or team will have a two-car/group grace period to be in line for their own qualifying opportunity. If the grace period is missed the late car will take its time trial at the end of their assigned qualifying flight and receive only one qualifying lap. The best a late car can qualify is the number of cars inverted + 1 of the qualifiers in a flight no matter what the qualifying time of record is posted.
- 3.5.4.** The cars and/or teams that are late must be in line before the last car from your assigned flight receives checkered flag. Qualifying will be closed once all cars that are in line have been pushed off to begin their time trial.
- 3.5.5.** In the event of two or more cars posting the same time in time trials, the tie breaker will be the fastest other lap time of the two consecutive recorded laps. If this does not break the tie, the tie will be broken by the qualifying order draw. In the event that one (1) lap qualifying is utilized, the tiebreaker will be the qualifying order draw.

3.6. Racing

3.6.1. Starts

- a) Any driver, team, and/or car, who purposely attempts to hold up the start of any race will be subject to penalty including disqualification from the race.
- b) Once the allotted time allowed for being on the track or in the push-off lane ready to race has expired, any late arriving car will be penalized two (2) starting positions. Any car pushed after the directive to line-up has been given will be placed at the rear of the field.
- c) All starts and restarts will take place at a consistent speed. Consistent speed will be at the discretion of All Star series officials. Starts and restarts will take place within a designated area that will be identified at the Team Meeting. The pole setter is to set the pace for the field. The two (2) front row cars must choose their racing line entering turn three (3) and must maintain that line until the start or restart occurs. Failure to do so may result in a two (2) position penalty. The two (2) front row cars will begin the race by firing together at the chalk line in the area of turns 3 & 4. Any car passing before the front row has fired may be penalized two (2) positions at the next caution flag or the conclusion of the race, at the discretion of All Star series officials.
- d) Cars may not join any race they are eligible to compete once the initial green flag has been taken.
- e) After 2 unsuccessful attempts at an original double file start, All Star series officials have the option to start the race in a single file formation.

3.6.2. Restarts

- a) All restarts will be single-file order of running. The race leader will set a pace acceptable to All Star series officials. Once the leader reaches Turn 4, they have the option of accelerating at any time before the cone. The field must remain single file until they have passed the orange cone located on the front straight. If a car passes to the left of the restart cone, hits the cone, passes another car before reaching the cone, or creates an excessive gap between cars, that car will be penalized before the next restart or at the conclusion of the race at the discretion of the All Star Series race director.
- b) If the leader is unable to properly restart the race after one (1) attempt, the leader may be warned or penalized two (2) positions.

3.6.3. A-Main

- a) Unless instructed to do otherwise, the top three (3) finishers from the A-Main must proceed directly to the front straight for victory lane. Following victory lane, the A-Main winner plus any additional cars, as directed by an All-Star series official, must report directly to the scales and the designated tech area by All Star series officials.

3.6.4. General Racing Procedures

- a) Competitors may stop at the designated area during any yellow flag situation to alert an official of conditions including but not limited to driver radio not working, debris on track, driver's safety equipment malfunction, incorrect lineup and be placed back into their current running position.
- b) Any car that does not race on the designated racing surface in order to better its position may be black flagged and penalized at the discretion of the All-Star series officials.
- c) Cars will not be permitted to be 'pushed off' after the field has taken the "1 to go" signal. An offending car will be automatically disqualified.
- d) A caution flag will be thrown for any car(s) that does a 360-degree spin during green flag racing. If the car is toward the rear of the field and/or does not create unsafe racing conditions, the race may continue under green at the discretion of All Star series officials.
- e) If a car performs a 360-degree spin, after a caution has been called, and continues without stopping will not be charged with a caution.
- f) If the flagman throws any flag without direction from the All-Star series officials and without reason, the caution flag may be thrown. All running cars will retain their position from the last lap in which they were scored prior to the erroneous flag being thrown and the race will continue from the last lap scored.
- g) At the discretion of the All-Star Official, any car that is involved in two (2) single car spins that are unaided may be disqualified from the event.
- h) At the discretion of the All-Star Officials, any car that intentionally brings out a caution or delays the continuation of the race period will be subject to penalty.
- i) Any car that cannot maintain a minimum race speed may be asked to leave the racing surface at the discretion of the All-Star series officials.
- j) Passing the pace truck without the direction of an All-Star official may be subject to a 2-position penalty.
- k) All races will be complete once the leader crosses the finish line at the assigned number of laps. Any race with a yellow or red flag displayed during the white flag lap will result in the race ending in a Green-White-Checkered finish unless waived by All Star series officials due to extenuating circumstances.
- l) If a race is red flagged and cars are sent to the pits, then any and all work, including tire changes, is permitted.
- m) Any cars that stop and require a push start, either on the racing surface and/or in the pit/designated work area or leaves the track unauthorized during a caution period will be required to restart behind the cars on the same lap that stay on the track.
- n) Any car that requires a push-off at any time during an event must have a rear bumper securely in place.

- o) Adding fuel, whether on the track or in the work area, will not be permitted when yellow flag and/or closed red flag conditions exist. Violators are subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by All Star series officials.
- p) In the event that a race car is inadvertently or purposely hit by a push truck, pace vehicle, or another race car during push-off, or under yellow flag conditions or other non-racing activity and such incident is witnessed by a All Star Official, then repairs can be made to the contacted vehicle and that car will maintain its running position. The maximum time period allotted for such repairs is six (6) minutes. If repairs can be completed within this time period, then the car will be scored where it was running or scheduled to start when such accident took place. In the event that the car may not complete the race, the car will be scored last on the lap in which that car has completed.
- q) Any changes to the lineup that occur before a race is started or a lap is fully completed will result in the field "crisscrossing" to reset the lineup.
- r) A car may enter the designated work area at any time. Designated work area time is 2 minutes for each race with the exception of the Dash. Work area time will only be given to a car once per race. The car must be involved in the occurring yellow flag period or have a flat tire. The time will be given until halfway of each race. Time will begin once the car has reached the work area. Work area time will not be given before the initial green flag of any race. **Any car remaining in the work area after a green flag lap has been fully completed will not be permitted to return.**
- s) **Once cars have been pushed for the race, all work done to the car must be completed in the work area. Cars leaving the work area to the pit area will not be permitted to return.**
- t) Cars arriving during the running of the event will be permitted to run provided there is a position available at the rear of the field for the next race for which they are eligible.
- u) All cars must push off from the staging and track entry area as designated by All Star series officials A 'push off' is considered completed only when the pushed car has started and pulled away from the push vehicle.
- t) The addition of bolt-on weight during any yellow and/or red flag condition will not be permitted.
- u) Rough driving will not be permitted and will be subject to penalty at the discretion of All Star series officials.
- v) No team may practice or test within 5 days at the same facility that All Star is holding an event at. An exception is a practice sanctioned by the track or All-Star series so that all cars have the opportunity to participate.

3.7. Flag Rules/Official's Signals

3.7.1. Green Flag:

- a) When the starter displays the green flag, the track is open for racing.
- b) The green flag signifies the start or restart of any race and/or time trial run.

3.7.2. Yellow Flag:

- a) When the yellow flag is displayed and/or the yellow caution lights are illuminated, this signifies a caution period.
- b) When the yellow flag is displayed and/or caution lights illuminated no passing is permitted unless instructed to do so by All Star series officials.

3.7.3. Red Flag:

- a) When the red flag is displayed, all cars must come to a complete stop in a safe and controlled manner, while not stopping at and/or driving through the area of the incident.
- b) During any red flag situation all drivers, unless involved in the incident, must remain in their car unless otherwise instructed by All Star series officials.
- c) CLOSED RED: The track will be closed. Competitors will not be permitted on the racetrack and/or to their race cars.
- d) OPEN RED: The All-Star Circuit of Champions Director will determine when the track is open. All cars will be brought to a designated area on the racing surface before work can begin. When the All-Star Circuit of Champions Director determines that the racing may resume, an air horn designating the start of a 2-minute work period will be sounded. Any repairs and/or adjustments, except changing a tire or wheel, can be made to the race car. At one minute remaining, the air horn will be sounded twice. At the end of the 2-minute period the horn will be sounded, officially ending the work period. Crews must be clear of their car when the 2-minute period has expired or be penalized 2 running positions. Last row cars violating this procedure will be penalized 2 positions from their finishing position. Any car still being worked on once the field has started assembling may be disqualified and not allowed to re-enter the race.

3.7.4. Black Flag:

- a) When a black flag is displayed for the sprint car (mechanical, tire, wing, etc.), the driver that the flag is being displayed toward must bring their car to the designated work area immediately for consultation. The car will not be scored from the point that the black flag has been displayed. If after the car is inspected and it is able to return to competition, the car may only return to the track during a caution and/or red flag period.
- b) When a black flag is displayed for the detrimental actions of a driver, the driver that the flag is being displayed toward must bring their car to the pits and both the driver and car are subject to Event disqualification.

3.7.5. White Flag:

- a) If the white flag is displayed and the leader of the race crosses the scoring loop, it signifies that the leader of the race and/or the car that is qualifying has started the last lap of that event.

3.7.6. Checkered Flag:

- a) When the leader of the race crosses the scoring loop under green flag conditions on the final lap, it signifies the completion of the race and/or the car that is qualifying has completed qualifying. Split scoring will be utilized, as defined in section 4.4, if a caution is called after the leader has crossed the scoring loop on the final lap.

3.7.7. Official Signals:

- a) All drivers must obey flags, signals, communications, and/or any other direction from officials to facilitate the completion of the event.

3.8. Back Up Cars / Driver Changes

- 3.8.1.** Any substitute driver that has already competed in the event will not be eligible to continue earning driver points. The car owner will still be eligible for owner points.

- 3.8.2.** A backup car may be introduced at any time between qualifying and the start of the A-Main due to the original car not operating properly and/or from extensive damage. Such determination will be at the sole discretion of the All-Star series officials. When using a backup car, the change will result in the car starting at the rear of the next race in which it is qualified for.
- 3.8.3.** If a driver changes cars after practice, that driver will remain in his drawn position for time trial qualifying and will be positioned in subsequent races accordingly. Once a car has been withdrawn by a team from an event, that car will not be allowed to be resubmitted to competition during that event.
- 3.8.4.** If a car is entered into an event, it may only be used as a backup for another team if the car has completed its racing events without successfully qualifying for the next respective race.
- 3.8.5.** For events in which the A-Main is rescheduled for another date, all driver changes must be pre- approved by All Star series officials. The starting spots for such A-Mains are owned by the team owner. However, the team owner cannot pass his starting spot to another team owner regardless of who the driver is.

3.9. Series & Car Decals

- 3.9.1.** The All-Star Circuit of Champions decal and designated sponsor and contingency decals must be displayed prominently without modifications made to each respective decal on both sides of the outside top wing.
- 3.9.2.** The All-Star series officials may refuse to allow a participant to compete in an event if it is determined at their discretion that any advertising and/or sponsorship or similar agreement is detrimental to the sport, the Series, the event promoter, including the image of the sport.
- 3.9.3.** Failure to comply with any of the above rules may result in a loss of Point Fund monies, purse monies and/or any other penalty as deemed necessary by All Star series officials.

4. Scoring

- 4.1.** Split Scoring will be utilized for all races.
- 4.2.** All races are scored at the finish line as identified by the designated electronic scoring system.
- 4.3.** The official starting lineup will be posted by the All-Star series officials after the completion of all qualifying events.
- 4.4.** All cars that were scored under green flag conditions will hold that scored position with all other cars lining up according to their last completed green flag scored lap. This partial lap will count toward the Event's total number of laps.
- 4.5.** After the original start and/or any restart, all laps will be considered complete once the lead +1 has crossed the designated finish line.
- 4.6.** A lap will not be scored on the original start and/or any restart unless all cars complete the lap by passing through the start/finish line, except for the cars involved in the incident.
- 4.7.** All lapped cars will be placed at the rear of the field on all restarts.

5. Payoff Procedures

- 5.1.** All paid purses, appearance money and/or other awards and/or funds as outlined in the promoter's contract shall be paid to the car owner and/or designated owner's representative at the All-Star Circuit of Champions trailer following the conclusion of the last event. All such payments will be made only when transponders are returned.

5.2. A race is considered complete as determined by All Star series Officials. Purse will be paid at this point.

6. Provisional

6.1. Only All-Star Circuit of Champions Sprint Car Series owner members with 80% attendance are eligible for provisionals.

6.2. 2 Provisionals are permitted in the A-Main event; the car(s) will earn full points and will be paid for their finishing position less the advertised start money.

6.3. Each All-Star Circuit of Champions Sprint Car Series owner member with 80% attendance is eligible to receive 2 provisionals until **June 20th**. Beginning **June 21st**, each owner member will be eligible to receive 2 more provisionals until the conclusion of the season.

6.4. All Teams wanting to take a provisional must have attempted to compete in at least one preliminary event leading up to the A-Main. Preliminary events shall include qualifying, heat races and D/C/B-Mains.

6.5. Provisionals will start behind all qualified cars for the A Feature.

6.6. 2 provisionals will be available for local competitors at the racetrack's discretion and determination.

6.7. The following guidelines will be used for determining provisional order:

6.7.1. For the first race of the season, order of eligibility for provisionals will be based on qualifying results.

6.7.2. Ties in points will be broken by wins, 2nd place finishes, 3rd place finishes, etc. until the tie is broken.

7. Points Breakdown

7.1. The following table presents the points breakdown versus finishing order for the A-Main events.

1	50	8	43	15	36	22	29
2	49	9	42	16	35	23	28
3	48	10	41	17	34	24	27
4	47	11	40	18	33	25	27
5	46	12	39	19	32	26	27
6	45	13	38	20	31	27	27
7	44	14	37	21	30	28	27
25 points for all non-transfers at the track							

7.2. Each All-Star Circuit of Champions Sprint Car Series sanctioned event(s), regardless of the purse or format, will be full point awarding events, unless All Star Series Officials announce, prior to a scheduled event, that said event will not award points.

7.3. Show-up points will be awarded when cars are on the track and/or when motors are fired at the direction of the All-Star series officials.

7.4. A car must take the original green flag to be eligible to earn season points and event purse.

7.5. Tiebreakers for year end points fund will be the number of A-Main wins, followed by 2nd place finishes and so on, until all ties are broken.

7.6. If a team changes drivers during an Event, the team Owner can use any approved substitute Driver that has not competed in such respective Event and team Owner will receive full Owner points. The Driver that qualified the Sprint Car will receive show up points. The substitute Driver will not receive any Driver points.

- 7.7.** Any Full Time Competitor that is unable to compete or be present as a result of an injury or unforeseen circumstance will be granted an excused absence at the discretion of All Star series officials. The driver will be awarded 20 points per event for a period of 3 races or 7 days whichever occurs first. The excused absence may be extended at the discretion of All Star series officials.
- 7.8.** The owner of a car with a driver that is excused must still attend races with a substitute driver to maintain his good standing as an All-Star member in regard to all series benefits.

8. Format

- 8.1.** 24 cars or less, 1 flight of Qualifying, 3 Heat Races, all cars transfer to the A-Main
- 8.2.** For 25 - 31 cars, 1 flight of Qualifying, 3 Heat Races, top 6 will transfer to the A-Main, remainder to lower mains by combined points, Top 6 will transfer from the B-Main. Lower main transfers determined by car count.
- 8.3.** For 32 - 48 cars, 2 flights of Qualifying, 4 Heat Races, top 5 finishers transfer to the A-Main, remainder to lower mains by combined points, Top 4 will transfer from the B-Main. Lower main transfers determined by car count.
- 8.4.** For 49 cars or more, 2 flights of Qualifying, 6 Heat Races, top 3 finishers transfer to the A-Main, remainder to lower mains by combined points. Top 6 will transfer from the B-Main. Lower main transfers determined by car count.
- 8.5.** Top 4 cars in each heat race are inverted.
- 8.6.** The top 8 in points accumulated from Qualifying and Heat Races will be eligible for the Dash. Ties are broken by qualifying time. The Dash will be lined up after a dice roll to determine the inversion of 0, 4, 6, or 8.
- 8.7.** The A-Main will be lined up with the first 4 rows by the Dash finish, followed by heat race transfers by the points accumulated from Qualifying and Heat Races, followed by B-Main transfers, and any provisional starters.
- 8.8.** Cars not transferring directly to the A-Main will be lined straight-up by total points accumulated from qualifying and their heat race into the lower mains.
- 8.9.** All qualified cars will earn event points for each race they are eligible regardless of taking a green flag.
- 8.10.** Nightly Event Points Chart

QUALIFYING			
1	200	11	190
2	199	12	189
3	198	13	188
4	197	14	187
5	196	15	186
6	195	16	185
7	194	17	184
8	193	18	183
9	192	19	182
10	191	20	181
Dropping by 1 for each position			

HEAT RACES	
1	100
2	97
3	94
4	91
5	88
6	85
7	82
8	79
9	76
10	73
Dropping by 3 for each position. 1 point earned for each position gained during the heat race	

9. Penalties

9.1. Penalties

- 9.1.1.** The penalties for violations of this rulebook include but are not limited to monetary fines, points fines, probation, and suspension. The maximum fine for any offense is \$5,000.
- 9.1.2.** The level of penalty will be based on the severity of the violation at the sole discretion of All Star series officials.
- 9.1.3.** All fines may be collected from prize money on the day of the infraction or purse winnings may be withheld if a post-race inspection requires additional time to inspect the car, including, but not limited to sending tire samples to a laboratory for independent testing. If the Competitor has not won appropriate money, the fine must be paid in full before the car and/or driver participates in another All-Star Circuit of Champions sanctioned Event. Team Owners are ultimately responsible for paying fines on behalf of all Competitors on their respective team.

10. Car Rules

10.1. Engines

- 10.1.1.** 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 $6.2832 \times \text{bore}^2 \times \text{stroke}$ will apply. Big block engines will not be permitted.
- 10.1.2.** The engine must be mounted in-line with the driver, and the driveline must pass beneath the driver on center through the driver's compartment. Offset engines and/or offsetting the position of the engine will not be permitted.
- 10.1.3.** The engine block and cylinder heads must be machined from cast aluminum. Billet machined blocks and/or cylinder heads will not be permitted.
- 10.1.4.** Engines with the magneto and/or distributor in a forward mounted and/or front mounted position will be allowed but must be approved prior to competition. Engines with the magneto and/or distributor mounted in the stock OEM production position for the block and/or engine must be approved prior to competition.
- 10.1.5.** Approved Front Drive Magneto System: Moroso 60205 & 60206.
- 10.1.6.** 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.
- 10.1.7.** The maximum engine cylinder bore size shall be 4.165 inches.
- 10.1.8.** All engine cylinder sleeves (inserts) must be machined from an iron and/or steel alloy.
- 10.1.9.** Titanium crankshafts, connecting rods and/or rod caps will not be permitted.
- 10.1.10.** Only two (2) valves and one (1) spark plug will be permitted per cylinder.
- 10.1.11.** Cylinder heads must retain a traditional valve pattern. Rotation of the valves will not be permitted.
- 10.1.12.** Canted or splayed valve cylinder heads must be approved prior to introduction into competition.
- 10.1.13.** Only steel connecting rods with a maximum length of 6.000 inches will be permitted.

- 10.1.14.** All oil pans must have an inspection plug. The inspection plug must be a #12AN fitting or 1.00 inch pipe plug.
- 10.1.15.** In the event that an engine does not have an inspection plug the oil pan must be removed for inspection prior to competition.
- 10.1.16.** 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 will not be permitted for competition. Carbon fiber manifolds and/or any other injection type pieces manufactured from carbon fiber will not be permitted.
- 10.1.17.** A maximum of 16 fuel nozzles, utilizing two (2) per cylinder will be permitted. One (1) nozzle must be placed in the cylinder head, and one nozzle must be placed in the injector.
- 10.1.18.** A minimum of two (2) throttle return springs must be used to mechanically return the throttle to a fully closed position.
- 10.1.19.** Only magneto-type ignitions will be permitted. A single (1) crank-trigger type system will be permitted as a backup ignition system. One (1) single switch that alternates the current between the magneto and the crank trigger only may be mounted to the dashboard within the driver's reach. Only 2-way, on-off type switches will be permitted. Multiple coil-pack ignitions will not be permitted.
- 10.1.20.** Steel and stainless-steel headers will be permitted. Titanium headers will not be permitted.
- 10.1.21.** New engine components and/or new engine configurations will only be considered when approved by a national Sprint Cat sanctioning body.
- 10.1.22.** If an All-Star Official finds the motor to be illegal, the Competitor will be given the opportunity to remove the cylinder head for clarification purposes. There will be a one- hour time limit set for this process following the conclusion of the A-Main.

10.2. Fuel

- 10.2.1.** Fuel additives, including but not limited to nitro, nitro methane and/or nitrous oxide injection will not be permitted. Pure methanol and/or other approved fuels will be permitted. Fuel samples may be taken from time to time for inspection and analysis.
- 10.2.2.** 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 Circuit of Champions Director if the cell/tank has been contaminated and/or physically damaged for any unforeseen reason. If fuel cell is allowed to be changed, the same size or smaller fuel tank must be used. Fuel cells with larger capacity than the one being replaced will not be permitted unless approved by an All-Star Racing Official.
- 10.2.3.** A fuel cell with bladder and foam will be the only type of fuel cells permitted. The fuel cell must be of one-piece construction of cross-link polyethylene plastic. Alterations and modifications will not be permitted. **For the 2026 season, it is highly recommended that fuel cells are mounted with at least 6 mounting points subject to the approval of All Star series officials. (The Kaeding and Triple X devices are currently approved, and others will be approved with submission).**
- 10.2.4.** Fuel will be inspected during periodic intervals utilizing a hydrometer and by chemical analysis through a fuel chemist. If a fuel sample is chemically analyzed, all winnings of that particular Sprint Car from that particular racing Event will be held until the analysis has been completed and a determination has been made by the All-Star series officials.

10.2.5.All teams racing with the All-Star Circuit of Champions will be encouraged to run a 33-gallon fuel tank and bladder. 33 gallons of fuel will be the benchmark to determine the total time/laps prior to refueling in any race.

10.3. Muffler and Sound Reduction Devices

10.3.1.Only the Schoenfeld (part # 14272735-78) muffler will be permitted. The specified muffler must remain unaltered from the manufacturer and are mandatory at all tracks that require mufflers.

10.3.2.All mufflers must be securely mounted. Mufflers that are mounted with pop rivets and/or sheet metal screws will not be permitted.

10.3.3.Any muffler changes after a car has been through inspection will not be permitted. Mufflers used in qualifying must be used through the entire racing program. A muffler may be changed due to damage at the discretion of All Star series officials.

10.3.4.The mufflers must remain attached to the headers at all times. All muffler and header components must remain intact and operating. If the muffler becomes disconnected from the header and/or fails to operate it could result in disqualification from that race.

10.3.5.Any muffler and/or header that has been altered in an attempt to gain a competitive advantage will not be permitted into competition and could result in disqualification.

10.3.6.All muffler rules and/or decibel (DBA) constraints are subject to state and local regulations. In addition, monitoring by All Star series officials will aid in enforcing the rules and regulations of those agencies.

10.3.7.When qualifying, any car determined to be in excess of the decibel limit(s) set by either the track and/or any local agency, will receive only one (1) lap of qualifying at the end of time trials. The best car can qualify is 50% (lower number) + 1 of the overall number of qualifiers in a group no matter what the qualifying time of record is posted. If the car pulls off and no time is recorded, the car will be permitted one (1) lap at the end of time trials. If during that attempt the car remains louder than the limit it will result in an automatic disqualification.

10.4. Traction Control Devices

10.4.1.Traction control devices of any type are not permitted at any time, during any event.

10.4.2.Any team found with a traction control device in pre and/or post-race inspection shall be disqualified from that event.

10.4.3.At the discretion of All Star series officials, random inspections will occur and various components may be impounded for further analysis and inspection including, but not limited to ignition systems, ignition boxes, wiring looms and/or tachometers.

10.4.4.The Xtreme 30 sparkbox version #2 both long & short is LEGAL. The Xtreme 30 sparkbox version #3 both long & short is ILLEGAL. Check with manufacturer for correct and legal application.

10.5. Chassis/Frame

10.5.1.All chassis/frames built during and/or after the 2005 season should have a manufacturer's serial number and identification plate visible and welded on the left front side of the roll cage upright.

10.5.2.Roadster type chassis will not be permitted. Slip-tubing is not allowed in the chassis construction. This includes safety bars. Any existing slip-tubing must be replaced or welded. Clamped or bolted slip tube joints will no longer be allowed.

- 10.5.3.** The chassis must have a minimum of six (6) mounting points for securely mounting any manufacturer's seat per the seat and chassis manufacturer's specifications.
- 10.5.4.** Drag links must be made of 4130 steel a minimum of one (1) inch in diameter and a minimum material thickness of .058 inches. Drag links, Tie Rods and Left Front Radius Rods must be 4130 steel with magnetic steel rod ends. Swedging of the tubing will not be permitted. The drag links must be tethered to the frame with a minimum of one (1) inch nylon webbing and meet the approval of the All-Star series officials.
- 10.5.5.** Hollow and/or drilled bolts, fasteners, and/or heim joints (rod ends) will not be permitted.
- 10.5.6.** Only front axles made of magnetic steel will be permitted. Approved axle dimensions are: 2-1/4" x 0.120", 2-3/8" x 0.095", 2-1/2" x 0.095". Larger thicknesses may be approved at the All-Star series official's discretion.
- 10.5.7.** The maximum inside diameter of the rear axle will be 1.8750."
- 10.5.8.** Titanium front axles, nerf bars and/or rear bumpers will not be permitted. Nerf bars and rear bumpers must be made from magnetic steel and/or stainless steel. The bumpers must be a minimum of one (1) inch in diameter and have a minimum material thickness of .065 inches. The nerf bars must not extend past the outside edge of the tires. All left and right side nerf bars must attach to the chassis at 3 points. 2-point side nerf hoops will no longer be allowed. For any car to be pushed off at any time the rear bumper must be in place behind the tail tank.
- 10.5.9.** All axle tethers will be required to attach to the front engine plate post or the rear bolt of the front radius rod and not the radiator post.
- 10.5.10.** Approved front axle tether systems are mandatory. The tether mounting must meet the SFI 55.1 specifications which includes two (2) Vectran® HS V-12, or Dynemma 12 tethers attached to the chassis. Tether systems must include a "king pin to king pin" tether that will attach to the axle clamp/band. Tether systems should be installed using the manufacturer's provided fasteners. Tether systems of any type must be pre-approved and installed in accordance with the manufacturer's instructions. All axle tether systems required clamping to or wrapping around the axle per the manufacturer's instructions. The approved axle tethers may be revised from time-to-time with additional approvals and/or other changes to the approved list.
- 10.5.11.** All radius rods shall be constructed as a solid piece of round tubing with provision for a rod end on each end. No addition to the radius rod will be allowed. Radius rods must be attached to the frame and axle in a stationary manner. Devices that are designed to change the length or position of the radius rod in any way while the car is moving will not be allowed.
- 10.5.12.** The front bumper must not extend more than eight (8) inches from the frame and/or the measurement from the center of the front axle to the front of the front bumper must not exceed 23.5 inches.
- 10.5.13.** The top of the roll cage shall have a maximum outside width of 29.5 inches. Bracing that would prevent the driver's ability to exit through the opening and/or inhibit safety/rescue workers' ability to extract the driver will not be permitted.
- 10.5.14.** The cockpit horizontal middle frame bar will have a maximum outside width of 32.0 inches.
- 10.5.15.** The bottom frame rail will have a maximum outside width of 26.5 inches.
- 10.5.16.** All tubing utilized in the construction and/or fabrication of the main frame must be round in shape. Any other shapes, such as elliptical (oval) tubing will not be permitted.
- 10.5.17.** Only steel or aluminum floor plans will be permitted. Carbon fiber is no longer permitted.

- 10.5.18.** The minimum wheelbase will be 83 inches. The maximum wheelbase that will be permitted will be 90 inches.
- 10.5.19.** Front anti-roll torsion bar assemblies (sway-bars) will not be permitted.
- 10.5.20.** All cars must have a driveline strap and/or a driveline hoop restraint constructed of a minimum of .065-inch magnetic steel either welded and/or bolted to the chassis. The rear cross member used for mounting the steel driveline hoop must be constructed of .083-inch steel.
- 10.5.21.** Wings, bumpers and/or nerf bars must be positively fastened with bolts & nuts, hitch pins and/or roll pins only.
- 10.5.22.** The only chassis and/or frame adjustable device will be one (1) top wing adjuster for the top-wing slider mechanism. The slider must be one dimensional and allow forward and rearward movement only.
- 10.5.23.** The frame measurements listed are minimum dimensions. Only those areas indicated are mandatory and subject to technical inspections. In lieu of the "BUTT" BAR a car's rear end can be tethered to the rear chassis. ASTM4130 normalized steel or equivalent material is suggested. See drawing 11.1 A.S. TOP RAILS 1 ½ x .095", BOTTOM RAILS 1 3/8 x .095" or 1 ½" x .083", ROLL CAGE UPRIGHTS 1-3/8" x .083", ROLL CAGE CROSSMEMBER 1 ½" x .095", UPPER RAILS 1-3/8" x .083", REAR END SAFETY "BUTT" BAR 1" x .083" or 1 ¼" X .065", BRACE 1 ¼" x .065"
- 10.5.24.** Torsion arm stops will be mandatory on both sides of the front torsion bars. The retainer may be of the rod-type with a securing cap or insert with an expanding mandrel and/or any other approved Torsion arm stop design. Torsion arm stops must be installed and used in accordance with the manufacturer's instructions.
- 10.5.25.** The following torsion bar stops(s) have been approved for competition:
- a) Moose Block 1200 Retainer Kit
 - b) All Star Performance All Star 10730 Retainer Maring Safety Retainer
 - c) Butlerbuilt Mandrel KKR grove and clip Kaeding Clip
 - d) DMI – T-REX (Torsion Restraint Express System)
 - e) Schroeder Part number "BARS" (for Schroeder bars with relief in ends) Schroeder Part Number: "RWLAR" (Wedge Lock)
- 10.5.26.** The approved Torsion Arm Stop may be revised from time-to-time with additional approvals and/or other changes to the approved list.
- 10.5.27.** Chassis Support Bars: All chassis are required to have additional bars installed to support and decrease the span between the front and rear uprights in the driver's area. The support bars must be in addition to the front and rear uprights. Any attempts to manipulate the front and rear uprights to conform to these measurements will not be allowed at the discretion of All Star series officials. These additional bars will be a minimum 1.375" x .083" ASTM4130 normalized steel or equivalent material. Left and right-side support bars may be one of the three designs below.
Left- and right-side support bars do not have to be of the same design.
Right side body opening shall remain the same 10 inches vertical and 21 inches horizontal at any point, with the exception of the 1-3/8" support tubing in place.
Left and right-side support bars may be one of the three options:

- a) Support bar may be designed similar to what was known as a “safety bar.” It must be attached to the top rail at a point 15 inches to 20 inches from the rear of the front upright. It must attach to the hip rail and have a gusset attached to the rear upright near a point opposite the rear brace/shock mount bar. The curve must be between 4 inches and 7 inches measured from outside of the rear upright tube to the outside of the support bar. See drawing 11.2 #1.
- b) Existing chassis with a left side support bar installed (formerly called safety bar) that does not meet the option a specification above, may add a gusset that attaches to the top rail 15 inches to 20 inches from the rear of the front upright and angle to the support bar. The existing support bar tubing must meet the minimum as described above 1.375” x .083” ASTM4130 normalized steel or equivalent material. See drawing 11.2 #2.
- c) A support bar may be added to the top rail at a point 15 inches to 20 inches from the rear of the front upright and to the rear upright near a point of the rear brace / shock mount bar no higher than 7 inches above the hip rail. This bar may have a slight curve near the rear upright to accommodate elbow room and ease of fitment. See drawing 11.2 #3 and #3 curved.

10.6. Weight

- 10.6.1.** All racecars must weigh a minimum of 1425 pounds with a driver fully prepared to compete in the car throughout an entire event.
- 10.6.2.** Additional bolt-on weight will be permitted but must be mounted and fastened to the frame and/or chassis in a secure manner. All additional bolt-on weight must be mounted and fastened in the area between the bottom frame rails and axles but mounted no higher than the upper rails. At the discretion of All Star series officials additional bolt-on weight may be mounted and/or fastened forward of the front axle, but not past the front torsion bar. All bolt-on weight must be white and have your car number clearly marked on it.

10.7. Body

- 10.7.1.** Only standard type Sprint Car bodies, tails and hoods will be permitted.
- 10.7.2.** Side foils, rudders, and/or panels that extend beyond the rear of the cage support bars will not be permitted.
- 10.7.3.** Nose pieces and/or the top portions of the hood must not extend forward of the leading edge of the front torsion tube or similar position on a coil-over car. Torsion tubes must be positioned in what is considered a conventional location. The hood side paneling or other side body pieces must not extend forward of and/or below the front axle.
- 10.7.4.** Sunshields are permitted. Sunshields cannot extend beyond the down tubes of the car or restrict the driver’s vision, restrict driver’s exit, or direct air all at the discretion of the All-Star series officials. The maximum height is 9 inches, and no dish visors or wicker bills are allowed.
- 10.7.5.** Wedges and/or foils underneath the racecar will not be permitted.
- 10.7.6.** Pieces that are added to the basic frame to resemble, imitate and/or be specifically designed to deflect, trap and/or form a pattern for air to travel in a directed manner, except for those used to cool and/or protect the motor and the brake system, will not be permitted.

- 10.7.7.** Mirrors of any kind, whether attached to the racecar and/or the driver, will not be permitted. All cars must have a minimum of an 18-inch-tall number on the outside of both top wing panels and a minimum 18-inch-tall number on the top wing center foil. Any letter utilized as part of the car number must be a minimum of 12 inches tall. If there are cars at any event that carry duplicate car numbers, then one of the two cars will be required to add a letter to the number for scoring purposes.
- 10.7.8.** All cars will be required to run a full sprint-type appearing hood with a maximum outside hood width of 30 inches. The hood must extend to the front of the torsion tubes and/or similar location on coil-over cars. The hood may be a multiple piece design, but visually, it must appear to be one continuous piece in side-to-side and front-to-back manner.
- 10.7.9.** The driver's right-side opening must be a minimum of 10 inches vertical at any point and a minimum of 21 inches horizontal at any point. See Drawing 11.3. The left side paneling may extend to but not forward of the support bar. See Drawing 11.4. The use of a left side arm guard as part of the paneling is acceptable if it or any other part of the paneling does not prevent left-side driver entry or exit at the discretion of All Star series officials.
- 10.7.10.** Safety bar(s) and/or arm guard paneling that protrude outward from the frame rails for the purpose of creating room for the driver will be permitted. The guard(s) and/or paneling will be permitted to extend a maximum of 7 inches as measured from the outside edge of the middle frame rails and must remain above the middle frame rail. The sole purpose of this area is to create elbow room for the driver. The elbow room must remain above the upper "middle" frame rail and may not extend rearward of the leading edge of the rear axle.
- 10.7.11.** Rear radius rod protectors will be permitted. The maximum protector vertical opening will be 10 inches in height by 24 inches long and it must not extend more than 3-1/2 inches from the outside edge of the bottom frame rails.
- 10.7.12.** A maximum 1-1/2 inches wide by 20 inches long exhaust fume deflector, located on the bottom side-body panel at the rear edge will be permitted. The turnout angle must not exceed 90 degrees.
- 10.7.13.** All other side paneling must be fabricated flat and must not extend past the outside edge of the frame rails more than the thickness of the paneling material.
- 10.7.14.** Side body panel designs and/or concave surfaces that, in the sole discretion of the All-Star series officials, are intended to trap, alter and/or direct airflow for the purpose of gaining an aerodynamic performance advantage will not be permitted.
- 10.7.15.** Any new body designs including, but not limited to side body panels, hood design, nose pieces, and/or any other part of the exterior body must be approved by the All-Star series officials prior to being introduced into competition.

10.8. Wings

10.8.1. Top Wing Center Foil

- a)** Center Foil maximum size of 25 square feet with a maximum depth/thickness of 9 inches and a maximum length of 60 inches. Center Foil must be square or rectangular in shape with all 4 corners set at 90-degree 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 inches from the center foil's front leading edge. See Drawing 16.8.1.E at the end of this document.
- b)** 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.

- c) A maximum 1 ½ inch 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 series officials. Any such changes will be issued in writing prior to the event in which the change will be made.
- d) 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.
- e) Only one slider mechanism will be permitted on the top wing, which only permits forward and backward adjustment.
- f) 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.
- g) Foils or rudders will not be permitted anywhere on the top wing.
- h) Wing T-Post will be built from 1" x .083" minimum ASTM4130 normalized steel or equivalent material. Wing attachment designs will be subject to approval. The only cast pieces approved will be HRP Part #HRP8811-A75-HD. If new T-Post designs are developed, they must be submitted for approval. See Drawing 11.5.

10.8.2. Nose Wing Center Foil

- a) 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 comers set at 90-degree angles. See Drawing 16.8.2.K at the end of this document.
- b) 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.
- c) A maximum 2-inch 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 at the discretion of All Star series officials. Any such changes will be issued in writing prior to the event in which the change will be made.
- d) The maximum distance from the center foil front edge to the front edge of the front axle may not exceed 20 inches.
- e) 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.
- f) The center foil must be one piece. Split or bi-wings will not be permitted.
- g) 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.
- h) The nose wing must not extend beyond the outside of front tires. The nose wing may not be cockpit or driver adjustable while the car is stationary and/or in motion.
- i) Moving parts will not be permitted on or in the foil structure. Rudders or fins will not be permitted.

- j) The 5-inch 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 ½ 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).
- k) 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.

10.8.3. Sideboard Panels

- a) 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.
- b) Aero elliptical brace material will not be permitted.
- c) 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.

10.8.4. Nose

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

10.8.5. Top

- a) The Top wing side board's 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-degree angle with no variance. This portion of the side panel's leading edge may not be behind the center foil's leading edge.
- b) Panels must be of one-piece construction.
- c) 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-degree angle to the flat portion of the side panel. Both top wing side boards should be at a 90-degree angle from the center section at any point. If wing panel(s) become damaged, repairs must be made before the car can compete in the next event.
- d) New wing/foil components and/or a new wing/foil configuration must be approved by a national Sprint Car sanctioning body.

10.9. Wheels/ Wheel Covers

- 10.9.1.** The maximum width for the right rear wheel will be 18 inches. The maximum width for the left rear wheel will be 15 inches.
- 10.9.2.** The maximum wheel diameter will be 15 inches.
- 10.9.3.** Only steel or titanium wheel cover fasteners will be allowed.
- 10.9.4.** Plastic and/or carbon fiber wheels will not be permitted.

- 10.9.5.** Both 5 and 3 mounting point wheel covers will be allowed for competition under the following conditions. Wheel covers having a minimum of 5 attachment points may continue to use dzus fasteners. Said dzus fasteners must be made of magnetic steel or titanium only. Wheel covers having only 3 attachment points must be bolted-on at all 3 points utilizing a minimum 5/16-inch, flanged magnetic steel or titanium bolt and an approved fastening (nut assembly) system.
- 10.9.6.** Optional fastening systems that are equal or superior to the above approved system will become available as the season opens and will be looked at for approval before competition.
- 10.9.7.** Approved fastening (nut assembly) systems:
- Keyser Manufacturing, Part #100 7-101
 - Wehrs Manufacturing Part # WM377A-312 (Aluminum 5/16)
 - Wehrs Manufacturing Part # WM377S-312 (Steel 5/16)
 - Triple X Chassis Part # SC-WH-7810 (for a 1" spring)
 - Triple X Chassis Part # SC-WH-7820 (for a 1-3/8" spring)
- 10.9.8.** Digital air bleeders are allowed but cannot be operated remotely. Air may be introduced to the tire from an onboard system. Any on-board system must be mounted inside the rear axle tube. This system cannot be operated remotely.

10.10. Tires

- 10.10.1.** Only the following designated Hoosier Racing Tires will be permitted for competition on all four (4) positions of the racecar at every All-Star Circuit of Champions event. The designated tire(s) will be available in the following compounds:
- a) Front: 85/8.0-15; D12, D15, D20
 - b) Left Rears: 15.0/92-15, 15.0/93-15, 15.0/94-15, 15.0/96-15; D12A.
 - c) Right Rears: 105/16.0-15; D15A, Medium, Medium 1
- 10.10.2.** The altering of any tire compound, by any means, will not be permitted. Chemical alteration of the tread carcass and/or tread compound, such as tire 'soaking' and or the introduction of tread 'softener' and/or the physical defacement (removal, altering and/or covering) of tire sidewall markings in any manner will not be permitted. If any Competitor is found to have altered their tires any penalty deemed appropriate by All Star series officials may be issued, up to and including a minimum suspension that includes all Events remaining in the All-Star Circuit of Champions racing schedule for that season. The rear drive tires may be protested by another competitor following the protest rules under Section I.2.
- a) Any tire may be inspected and/or analyzed for alteration at any time. This will consist of a process as determined by the independent laboratory that performs the analysis. A "Chain of Custody" process will be outlined with the Competitor upon inspection of the tires.
 - b) The analysis process will require shipment of the tire to the selected laboratory. Additional race event(s) may be completed before a determination is made. If a penalty is issued, the event(s) that fell into the analysis period while the tire(s) were being analyzed will be considered as part of the penalty period.
- 10.10.3.** Rear tire dimensions must comply with the All-Star Circuit of Champions dimensions. Both rear tires must freely fit the All-Star Circuit of Champions gauges during pre and/or post-race inspection.
- 10.10.4.** Defacing or altering, in any way, the tire manufacturers' brand name, logo and other tire compound/size information is not allowed.
- 10.10.5.** Any legal right rear tire may be used for the start of the Heat race, Dash, C-Main or B-Main events.

10.10.6. During Heat races, Dash, C-Main, B-Main, or A-Main events, a flat and/or damaged tire may be changed during a caution period in the designated work area. The following rules apply to tire change during preliminary Main:

- a) A replacement will only be allowed for damaged tires, flat tires, and/or damaged wheels. Damaged bleeder devices will not be considered for the purpose of replacing a tire.
- b) The damaged tire must be replaced with an approved Hoosier tire.
- c) Damaged tires will be impounded by All Star series officials for inspection.
- d) If any additional time is taken by the All-Star series officials to determine if the tire meets the damaged tire criteria, that time will be added to the work area time.

10.11. Shocks

- 10.11.1.** Only conventional and thru-rod style shock absorbers will be permitted. No additional components will be added to the torsion arm or other suspension components to help control the suspension, such as, but not limited to additional shocks, springs, spring arms, etc. Maximum of (1) shock per wheel, (4) shocks total. Any new style shock configuration or new suspension configuration must be approved by All Star series officials prior to being placed into competition. Performance, safety, cost, along with other variables, will factor in the approval process. Current approved thru-rod style shocks: Penske – Part # PS-7700T
- 10.11.2.** One in-car shock adjustment will be permitted. The adjustment is for compression or rebound or both settings together with as single movement. A single adjuster (Push/pull) that adjusts both separately is not permitted.

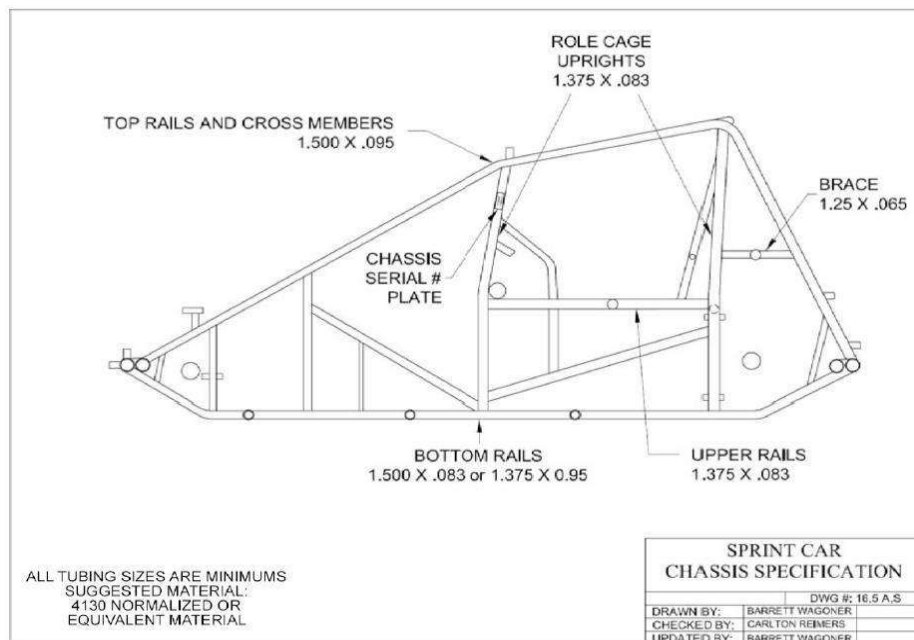
10.12. Other

- 10.12.1.** Racing components in aluminum and magnesium should be checked for stress and replaced on a regular basis, based on the manufacturer's recommendations of the life usage of the part. These parts are, but not limited to, wheel centers, live rear axles, hubs, and top wings.
- 10.12.2.** Computer operated and/or controlled parts, such as fuel injection, fuel systems, chassis adjusting systems, etc., will not be permitted at any time during any event. The use of any electronic remote and/or wireless equipment capable of adjusting any equipment and/or function on the race car during any type of racing competition will not be permitted.
- 10.12.3.** The use of electronic logic processors (this includes any traction control devices) to control any function of the racecar and/or any system for continuous gathering of data from any function of the race car for which the intended use is computer downloading will not be permitted at any time during any Event.
- 10.12.4.** All cars shall be equipped and/or be capable of being equipped with a transponder (for lap scoring). Transponders shall be located in any area determined by the All-Star series officials. The fitted transponder box shall be mounted as close as possible to the ground but not protrude below the frame rail. It is the responsibility of the Competitor to ensure that the transponder is in quality working condition, fully charged and is securely mounted and is in a suitable position with brackets as outlined above. Competitors are expected to carry both the MYLAPS (red) and Westhold (Yellow) transponders to use in accordance with the track scoring system.

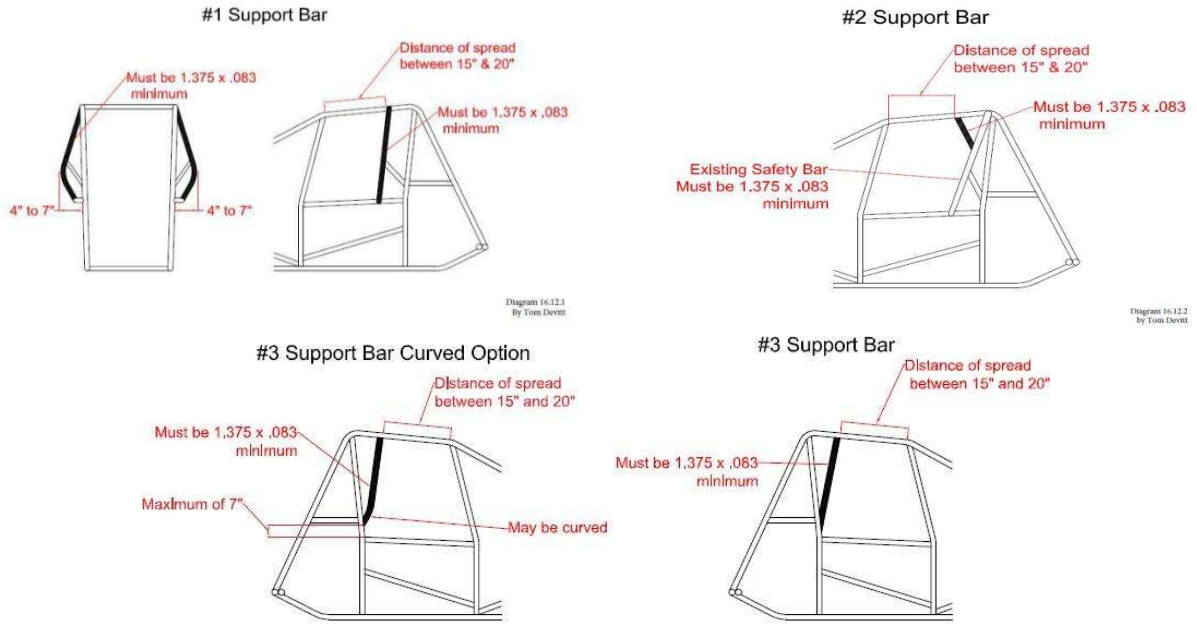
- 10.12.5.** Competitors may be required to leave their driver's license with the All-Star Circuit of Champions when they receive their transponder equipment. Should a team's transponder be lost, damaged, destroyed and/or not returned, the replacement cost of the transponder will be withheld from the team's purse winnings from that event. It is in everyone's interest that transponders are suitably and securely attached and are in good working condition.
- 10.12.6.** A one-way, receive-only radio communication device is required at all times when on the racetrack. This device must be programmed to the frequency designated by All Star series officials to receive messages only from All Star series officials.
- 10.12.7.** Electronics, Gauges and Dashes
- Any kind of 2-way communication from crewmember to driver and/or any other means of electronic communication will not be permitted.
 - Cellular, satellite and/or Wi-Fi devices in or attached to the race vehicle or the driver's person will not be permitted. No cellular phones or smart watches are permitted at any time.
 - Antennas will not be permitted in or attached to the race vehicle or carried by the Driver.
 - All forms of a vehicle position system (GPS) will not be permitted.
 - Only approved lap timing and/or lap time recording devices (transponders) will be permitted.
 - Gauges to monitor engine conditions are permitted at the discretion of All Star series officials.
 - All electric gauges, whether analog or digital, except tachometers, will only be permitted to have one (1) input from the respective gauge sensor. Outputs from the gauges will not be permitted. Tachometers will be permitted to record engine RPM for recall.
 - Electronic Dash Modules will not be allowed.
 - All additional wiring harnesses related to Electronic Dash Modules or any other type of data acquisition must be completely removed from the race vehicle during an event.

11. Drawings

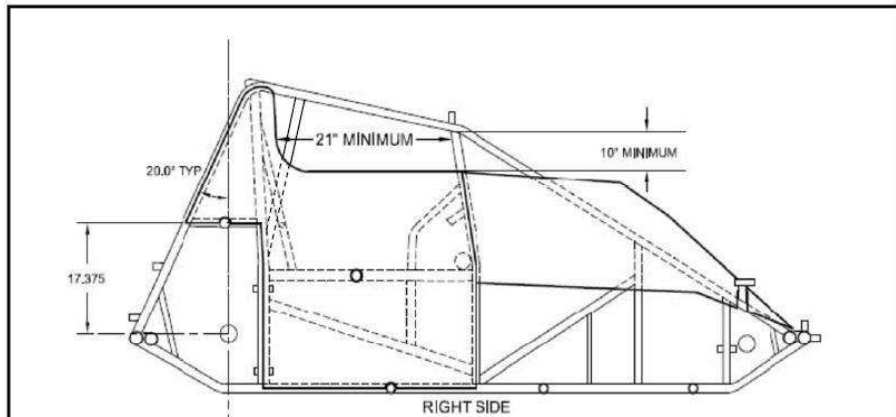
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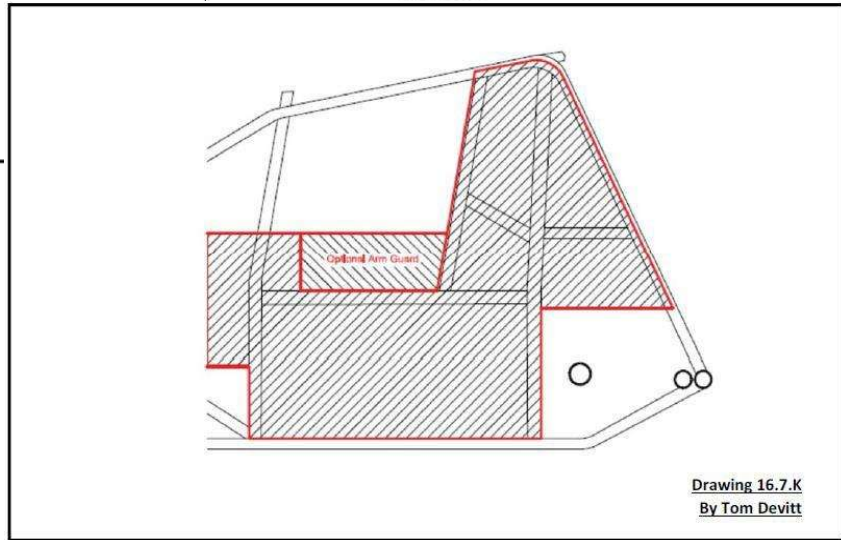
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11.5

Wing T-Post

