



2017
SOUTHERN ALL STARS DIRT RACING SERIES
RULES AND SPECIFICATIONS

On occasions situations may arise that are not precisely covered in this rule book. All rulings and interpretations of the rules included herein will be made exclusively by the Southern All Stars Dirt Racing Series (SAS) and these judgments shall be final.

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Disclaimer

The rules and/or regulations set forth herein are designed to facilitate the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition for all events, and by participating in these events, all participants agree to comply with these rules and regulations. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH, THESE RULES AND REGULATIONS.** They are intended solely as a guide for the conduct of the sport, and are in no way a guarantee against injury or death to participants, spectators, officials, or others. The Race Director shall be empowered to permit any reasonable and appropriate deviation from any of the specifications and procedures herein, or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM ANY SUCH DEVIATION OR RESTRICTION OF THESE SPECIFICATIONS, RULES OR PROCEDURES.** Any interpretation of, or deviation from, these rules is left to the discretion of race officials. THEIR DECISION IS FINAL.

THE REGULATIONS AND PROCEDURES THAT FOLLOW APPLY SPECIFICALLY TO THE
SOUTHERN ALL STARS DIRT RACING SERIES

Sign In Procedure:

- A. It is the responsibility of the all drivers and/or teams to register pass technical inspection and pay their entry fee for all Southern All Stars Dirt Racing Series events. The registration will be conducted at the Southern All Stars Dirt Racing tech trailer at the location designated in the pit area upon arrival at the track. Payment, drawing and preliminary inspection must be completed prior to the start of qualifying.
- B. It is a condition of entry that a Driver Registration Form and any other necessary documents have been completed and handed in prior to a driver's first series event of the season. If the driver changes cars or teams during the season it is the driver's responsibility to re-register. It is the responsibility of the teams/driver to fill out a sponsorship registration card upon sign in. these cards will be used for the announcement and publication of sponsors throughout the season. If there is a change in sponsorship it is the team/driver's responsibility to update sponsorship registration card.
- C. Entry fees: All series event are \$110.00, unless for special events where entry fee may be different. If a participant suffers a mishap before qualifying has begun, they may withdraw and be refunded the events entry fee. Once qualifying has started NO refunds will be given.
- D. Southern All Stars Dirt Racing Series previous year's points champion, rookie of the year and past series champions will be allowed free entry fees to SAS race events for the current year.
- E. In 2017 a driver will receive free entry fee if he runs four consecutive races in a row, his 5th race will receive entry fee, and then the process starts over.
- F. In the event of a rain out, cancellation or postponement (other than the next day) all entry fees will be refunded or held over at the team/driver's request.
- G. Entry fees are collected on a race to race basis. Each race will be a separate event. Only in the event of a situation as described above will entry fees be carried over to another event. The entry fees collected will be good for that event only. Entry fees may only be paid for one event at a time.
- H. All super late model team personnel will be required to pay for individual pit passes. In the event of cancellation, rain out or postponement (other than the next day) it passes will be rain checked or refunded according to the tracks policies upon presentation of the tickets. Do not lose your tickets, NO TICKETS = NO REFUND OR RAIN CHECK. The fact alone that you were in the pits will not guarantee a refund or rain check.
- I. At ALL two (2) day events, entries not in attendance the first day may be permitted on the second day of a two (2) day show. Full entry fee must be paid and driver will start last in the largest 'B' Main.

Pill Draw:

- A. Pill draw for time trial qualifying order will be closed two (2) minutes after conclusion of drivers meeting.
- B. Entries received AFTER pill draw has closed will time trial last in the order. The best the no-draw car can qualify is 50% of the entered field plus 1.

Drivers Meeting:

- A. Entered drivers or a team representative are STRONGLY ENCOURAGED to attend the driver's meeting.

Decals:

- A. There are two (2) decals that must be carried on the car in order to earn points toward the season championship and prize money. These are the **Southern All Stars Dirt Series** decal and the **Hoosier Racing Tire** decal. These decals must be on both sides of the car at every series race in which the car competes.

Contingencies:

- A. Certain other product manufactures will be awarding contingency prizes or cash to drivers finishing in the feature and in the year end point standings. These awards are dependent upon the manufacture decal being displayed on the race car. If you wish to receive awards for these manufactures it is the team/driver's responsibility to ensure that the correct decal is on the race car.
- B. Southern All Stars Dirt Racing Series is only responsible for providing the manufacture with your name and address and is not responsible to pay the award.
- C. All cars finishing the feature races will be checked by series personal for the appropriate decals.
- D. Any other Southern All Stars Dirt Racing Series sponsors decal should be display in a prominent location on the race car. There is no requirement to display any other sponsor's decal; however it is worth bearing in mind that sponsor only supports the series and teams to gain exposure for their products, so no exposure will eventually mean any support.

Technical Inspection:

- A. Technical inspection will be held at the Southern All Stars Dirt Racing Series trailer or at an area designated by the technical inspector. All drivers must enter their car, pay their entry fee and pass the SAS technical inspection prior to competing in a SAS sanctioned event. No exceptions.
- B. When the car is presented for inspection the hood must be removed.
- C. All cars must pass through inspection prior to qualifying.
- D. All cars must pass inspection in order to receive a tech/weight sticker.
- E. Any changes or alterations required must be completed and the car must be re-inspected before hot lap. No sticker means no hot laps. No exceptions.
- F. After a car has passed inspection and a sticker has been issued, no alteration can be made to the car. Any changes to spoiler height, deck height, quarter panels, doors or any other part of the body will result in a loss of qualifying time or the loss of position in either the heat race or last chance race.
- G. Spot check can be made by the tech inspector at any time. Penalties will be applied to any cars found illegal after a tech sticker has been issued.
- H. If a car is found illegal after qualifying the driver and car will lose his time and start at the rear of a heat race.
- I. If a car is found illegal at the start of a heat race driver and car will lose his time and start at the rear of a last chance race.

- J. If a car is found illegal on the starting grid for the feature, heat or last chance race will result in immediate disqualification. The position will be filled by the next alternate.
- K. If changes need to be made to a car (such as changing a tire) once it has been put into position on the starting grid for the feature, the car may not leave the grid to make the changes until the field has been sent off on the warm-up laps. It is the driver's responsibility to return before the one-to-go signal has been given in order to retain his original starting position or start from the rear.
- L. A minimum of three (3) cars may be re-inspected at the conclusion of competition on each day of an event, for either a 2-day or a 1-day show. The three cars will be made up of the top three finishers on a race event.
- M. Each of these 3 cars may have their motors pumped via P&G if they are claiming anything other than the open engine weight. Any car found illegal during this inspection will be disqualified from the event and given last place money and last place points.
- N. If a motor inspected with the P&G gauge has readings that prove to be questionable for size, the series officials reserve the right to pull the heads and check cylinder size by alternate means.
- O. Teams whose cars are found illegal have the option of tearing down the engine in an effort to prove legality. This option may result in other inspections being made. Be warned!
- P. Teams which are not present at the end of the event to present their cars for post race inspection by the technical inspector, if required to do so, may be disqualified from the event.

Hot Laps:

- A. All drivers will be allowed only one (1) hot lap session at each event.
- B. Hot laps will be conducted in set groups in the order as per their pill draw. Entered cars will hot lap by time trial qualifying order. EXAMPLE: First ten (10) cars in time trial qualifying order will hot lap followed by eleven (11) through twenty (20), twenty-one (21) through thirty (30) and so on.
- C. Drivers/teams are responsible for knowing what group that they are in. line-ups will be posted at the Southern All Stars Dirt Racing Series trailer in the pit area or at the track posting station if available.
- D. Drivers must hot lap in their assigned group. If a driver is unable to hot lap with his designated group, that driver will not be allowed to hot lap.
- E. **Track Packing:** When called upon ALL cars entered may be required to help pack the track prior to hot laps. Cars that DO NOT help to pack the track will be limited to one (1) time trial lap with 17th the best they can qualify.

Qualifying:

- A. Drivers must qualify in the order as per their pill draw.
- B. The entire field will be split into two (2) groups (Group A & B) based on pill draw order, drivers will then time trial two (2) laps with the top-five (5) cars in each of the two (2) groups locked in to the Main, Group A will make up the inside row and Group B will make up the outside row, the rest will then be placed into Last Chance race(s) and staggered in the lineup based on qualifying finish. In the event of \$10,000 to win races, group qualifying, Heat Races, Last Chance Races and the main event will be run.

- C. Drivers must be in the staging area and in proper order when called for. If a driver is not present at the time that his designated qualification spot comes up he forfeits his qualifying run and will start from the rear of the heat races or last chance race. Drivers will have a two-car 'grace period' to time in position. If the 'grace period' is missed the late driver will time trial last, be given only one (1) time trial lap and the best they can qualify is 50% of the entered field plus 1 in the time trial results. The late car MUST be in the qualifying line before the last scheduled qualifying driver takes the track. If not, that driver will not time trial and start last in a heat race.
- D. All drivers will be given two (2) laps to qualify, with the faster of the two (2) laps the official qualifying time.
- E. No wave offs. Once the driver has entered the racing surface that is considered an official qualifying attempt. If a driver fails to complete even one (1) lap of qualifying they will be recorded as a 'no time' and start last in the last chance race.
- F. Cars will be weighed after the qualifying laps are complete whenever possible. Depending on the layout of the host track this procedure may be altered at the discretion of the series officials and will be announced at the drivers meeting. NOTE: Some events may require scaling the cars prior to time trials.
- G. All cars that are judged to be light when crossing the scales after qualifying will lose their qualifying time and will start at the rear of a heat race or last chance race. If there is more than one car that has been judged to be light those drivers will be lined up at the rear of the heat races or last chance race by their qualifying order.
- H. Cars judged to be light will be rolled off of the scale one (1) time for zeroing and reweight. No other reweight will occur.
- I. If weather has delayed a major portion of the night's event, and qualifying has NOT taken place, the SAS officials reserve the right to lineup for Qualifying Heats based on the draw to determine the Last Chance races and Feature Lineups.
- J. All drivers should make every effort to visit the scales prior to qualifying to ensure weight compliance by the host tracks scales. The host tracks scale will be the official scales and will be the only ones used to determine weight compliance.
- K. There is NO burn-off allowance for qualifying.

Driver Compartment / Safety:

DRIVER SAFETY IS THE DRIVERS REPOSNSIBILTY! THIS IS NOT THE AREA OF THE RACE CAR TO TRY AND SAVE MONEY AND MONEY SPENT ON DRIVER SAFETY WILL ALWAYS BE WELL WORTH IT!

- A. A full firewall must encompass the driver's compartment, front, rear, both sides and the floorboard. Aluminum or steel is acceptable.
- B. All cars must have a quick release type steering wheel and a collapsible steering shaft.
- C. All cars must have a working starter which is operated from inside the car.
- D. Batteries MAY NOT be mounted inside of the drivers compartment.

- E. It is strongly recommended that all cars have an onboard fire suppression system or a least a 5lb. fire extinguisher securely mounted and easily accessible to the driver and safety crew.
- F. All drivers must wear a full fire resistant suit. Top and bottom if a two piece design. Any driver not having a complete fire suit will not be allowed to compete in any event. Shoes, gloves and underwear are not mandatory but are strongly recommended.
- G. The use a commercially manufactured head and neck restraint device is also strongly recommended.
- H. No mirrors are permitted.
- I. The edges around the driver's cockpit must be suitably protected with trim or beading. Care must be taken not to have any sharp, jagged or rough fasteners, brackets or anything else that could snag the driver's suit when the driver exits the car.
- J. A substantial rock guard steel screen is recommended to be mounted in front of the driver to protect him from flying debris, and rocks.

Safety:

- A. The use of at least a SAS approved 5, 6 or 7 driver rest Spec 16.1 or 16.5 are recommended. All driver restraint system shall not be in excess of 2 years of age past the date of manufacture. The use of a 7 point driver restraint system is strongly recommended. All mounting points of the racing harness MUST be mounted properly in accordance with the manufacturer's instructions and securely mounted to the chassis with the use of grade 5 or better hardware...
- B. Full containment racing seats **STRONGLY RECOMMENDED**. All seats must be properly mounted & securely per technical directors recommendations. The use of Grade 5 or better hardware is also required to attach the seat to the chassis.
- C. Window Nets certified to SFI Spec 27.1 or safety nets certified to SFI 37.1 are strongly recommended and must be mounted in accordance with the manufacturer's instructions and technical director's satisfaction.
- D. There must be no sharp or protruding edges in or around the cockpit, which would impede the driver's rapid exit from the car.
- E. A headrest (behind the head) with padding is required.
- F. A right head net in the absence of a padded right headrest is required. Head nets must be equipped with quick release mechanisms.
- G. There must be a marked electrical kill switch in reach of driver.
- H. An undamaged Snell SA2000, SA2005 or SA2010 or newer spec full face helmet is mandatory for all events including track packing.
- I. All crews must carry an operable fire extinguisher of 20 pounds capable of extinguishing gas and oil fires.
- J. Neck collars or similar restraints are recommended.
- K. Arm restraints are recommended.

- L. Flame retardant seat, roll bar, knee and steering pads or padding are suggested.
- M. A fully functional operating on board fire system his **HIGHLY RECOMMENDED**.

Race Format A:

There may be special event shows during the year that do not follow these formats. You will be informed of specific procedures. All racing programs are subject to change. Any such changes will be covered at the driver’s meeting.

- A. Drivers will register and draw a pill to determine the order of qualifying.
- B. Drivers will receive two (2) qualifying laps with the faster of the two used to determine the starting position for the feature and/or the qualifying heat races.
- C. The top ten (10) qualifiers from time trials will be locked in 5 from group A and 5 from group B.
- D. All drivers not locked into the feature must run a heat race or last chance race in order to transfer to the feature unless the driver is eligible for a point or track provisional.
- E. The number of heat races will be determined by the series competition director and will depend on the quantity of cars present, track conditions and the host track concerns.
- F. The number of laps and cars in each heat races will be determined by the SAS series director and announced at the drivers meeting.
- G. The number of heat races will determine how many cars will transfer from each heat race to the feature.
- H. The eleventh fastest qualifier will be on the inside pole for heat race #1. The twelfth fastest qualifier will be on the pole of the #2 heat race. Example

Heat #1		Heat #2		Heat #3	
11	14	12	15	13	16
17	20	18	21	19	22
23	26	24	27	25	28
29	32	30	33	31	34
35	38	36	39	37	40

- I. A standard field of 24 cars will start the feature (22 from qualifying, heat and last chance races and two (2) SAS provisional). The host track promoter has the option to add an additional two (2) cars to the field. (See Promoters Option)
- J. The pole position driver must start in the number one (1) position on the grid in all events.
- K. “Dixie Double file” restarts will be utilized in the heat race and the last chance races.
- L. Dixie Double file” file restarts will be utilized in the feature unless track conditions dictate otherwise. The use and/or discontinuation of the restart format are at the sole discretion on the SAS series director.
- M. The Southern All Stars Dirt Racing Series reserves the right to alter, amend or change the format in the interest of promoting fan excitement, showmanship and/or fair competition.

Race Format B:

- A. Drivers will register and draw a pill to determine the order of qualifying.
- B. Drivers will receive two (2) qualifying laps with the faster of the two used to determine the starting position for the feature and/or the qualifying heat races.
- C. Four (4) or six (6) heat races will be run to set the first sixteen (16) positions in the features starting grid.
- D. All drivers not locked into the feature will be divided equally and must run last chance races in order to transfer to the feature unless the driver is eligible for a point or track provisional.
- E. A total of six (6) drivers will transfer from the last chance races to the feature.
- F. The number of heat races will be determined by the series competition director and will depend on the quantity of cars present, track conditions and the host track concerns.
- G. The number of laps and cars in each heat races will be determined by the SAS series director and announced at the drivers meeting.
- H. The number of heat races will determine how many cars will transfer from each heat race to the feature.
- I. A standard field of 24 cars will start the feature (22 from qualifying, heat and last chance races and two (2) SAS provisional). The host track promoter has the option to add an additional two (2) cars to the field. (See Promoters Option)
- J. The pole position driver must start in the number one (1) position on the grid in all events.
- K. Dixie Double file” will be utilized in the heat race and the last chance.
- L. Dixie Double file” will be utilized in the feature unless track conditions dictate otherwise. The use and/or discontinuation of the restart format are at the sole discretion on the SAS series director.
- M. The Southern All Stars Dirt Racing Series reserves the right to alter, amend or change the format in the interest of promoting fan excitement, showmanship and/or fair competition.

Feature Race:

- A. On-track, out of car driver introductions may be scheduled throughout the season. However, they be eliminated due to extenuating circumstances.
- B. ALL feature starting cars and drivers MUST be on the starting grid for driver introductions eight (8) minutes before scheduled time. Cars and drivers NOT on the starting grid for driver introductions at the end of the eight (8) minute period will forfeit their feature starting position and start at the tail of the field. If more than one (1) driver/car is late they will start at the tail of the feature race in the order they arrived late to the starting grid.

- C. Once driver introductions have been completed and drivers are ready the field will roll for two pace laps. The field will then be asked to form the '4-wide salute to the fans' parade lap. Once the parade lap is completed two or possibly more pace laps will be completed before feature race is green flagged.
- D. SAS Late Model Series officials will notify teams of any changes in the basic program due to car count, track conditions or any other extenuating circumstances.

SAS Provisional Starters:

- A. A maximum of two (2) SAS provisional starters will be awarded at each event.
- B. SAS provisional starters will be the two (2) drivers highest in the current championship point standings who have not qualified for the feature.
- C. The SAS provisional starters will always start in the twenty-third (23) and the twenty-fourth (24) position in the features starting grid.
- D. A driver must have made an attempt to qualify through time trials, heat or last chance races. Drivers who have not met this requirement will not be eligible for a provisional start.
- E. If there are no current championship point standings drivers left, then the provisional's will be based on the qualifying times.
- F. For the first (1st) event of the season SAS will use the previous year's championship point standings to determine the provisional starters.
- G. For the second (2nd) event of the season SAS will use the current year's championship point standings to determine the first (1st) provisional starter and previous year's championship point standings to determine the second (2nd) provisional starters.
- H. All other events of the season SAS will use the current year's championship point standings to determine the provisional starters.

Changes/substitutions:

- A. At the discretion of the SAS series director, drivers may change to any car and/or owners may change any driver at any time between qualifying and the start of the feature.
- B. Any changes will result in the driver starting at the rear of the heat race, last chance race or the feature.
- C. If a driver chooses to change cars after hot laps, that driver will remain in his drawn position for qualifying.
- D. It is the driver's responsibility to notify SAS series director of any desired changes.
- E. If a driver will be using a car not already entered in the event the car must go thru technical inspection before it can be allowed to compete.
- F. Failing to notify SAS series director of a change can result in a complete disqualification and/or loss of prize money and championship points.

Alternates:

- A. In the event that a car qualified for the feature race is unable to present itself no later than the final pace/parade lap prior to the green flag, the first non-qualified car will be taken as the alternate for the feature race.

- B. The alternate **MUST** be in staging ready to race. If needed, the alternate may **ONLY** enter the racing surface when directed by a SAS Late Model Series official.
- C. The alternate will only be used when a qualified car does not present itself for driver introductions and the final pace/parade lap prior to the green flag. If the qualified car does not present it the alternate car will be permitted on the racing surface as the field exits turn four to begin the final pace/parade lap prior to the green flag and will be placed at the rear of the field.
- D. A qualified car that is unable to take the green flag for the feature race will not receive points or start money for the feature race.
- E. If a qualified car for the feature race starts the pace/parade laps and then falls out of the race prior to the green flag, no alternate car will be taken and the qualified car will receive last place points and purse money.

Promoters Option:

- A. At selected host tracks, at the discretion of the SAS series director, the promoter may have the option to start two (2) additional drivers at the rear of the features starting grid.
- B. Any driver who is allowed to start as a promoter's option will score SAS championship points.
- C. A driver must have made an attempt to qualify through time trials, heat or last chance races. Drivers who have not met this requirement will not be eligible for a promoters option start. Driver who has not met this requirement will not be eligible for a provisional start.

Shocks & Suspension Rules:

- A. These shocks have been banned from competition with the Southern All Star Dirt Racing Series in 2017.
 1. Thru-rods style.
 2. Crossover, in which two shocks work in tandem
 3. Shocks adjusted electronically via cell phone apps
 4. Penske's Cambridge University-developed inerter shock
- B. No cockpit or driver adjustable shocks, hydraulic or pneumatic weight jack, trackers, MSD boxes or similar adjustable components of any kind are permitted. Taping over of any adjuster is not permitted. The offending component must be removed from the cockpit. No data acquisition devices allowed.
- C. Shocks will be checked not just during pre race tech, but may also be checked at anytime by Southern All Star Dirt Racing Series Officials, after qualifying, heat races, B Mains and feature event.
- D. STANDARD LATE MODEL SUSPENSIONS ONLY. NO SPRING LOADED OR SHOCK TYPE 4 BAR RODS. ONLY STANDARD SOLID BAR 4 BAR RODS. NO TORSION BAR FRONT OR REAR SUSPENSION. SWAY BAR OK.
- E. STANDARD ONE PIECE BIRD CAGES, NO SPLIT BIRD CAGES.
- F. STANDARD LATE MODEL SUSPENSIONS EQUALS, 1 SHOCK PER WHEEL, EXCEPT LEFT REAR. LEFT REAR IS ALLOWED TWO SHOCKS, ONE IN FRONT OF REAR END, AND 1 BEHIND. SHOCKS MUST BE MOUNTED VERTICLE TO AXLE TUBE, NOT HORIZONTAL.

Frames:

- A. No aluminum frames permitted in the construction of the car.
- B. Minimum of one-hundred-three inch (103") wheelbase maximum one hundred five inches (105").
- C. Rectangle or Square Tubing Frames: The frames of all cars must be constructed of two inch (2") by two inch (2") minimum square tubing, with a minimum of eight inches (8") circumference and a minimum of eighty-three thousandths inch (.083") wall thickness.
- D. Round Tubing Frames: The frames of all cars must be constructed of a minimum of one and three quarter inch (1.750") round tubing and must have a wall thickness of eighty-three thousandths inch (.083") minimum.
- E. If the rear bumper is stubbed, it may only extend a maximum of eight inches (8") beyond the frame. Any stubbed rear bumpers that extend eight inches (8") or more beyond the frame must be rounded and directed toward the front of the car.
- F. It is recommended that all cars be equipped with a tow hook or strap.
- G. All battery supports must be braced in two axis, two (2) horizontal and one (1) vertical.
- H. No external rub rails are permitted.
- I. All frame and chassis components must be welded or bolted together. No sleeves slip couplings, etc.

Roll Cages:

- A. Cars must have a suitable steel roll cage in the driver's compartment including a headrest.
- B. Side roll bars are mandatory and must extend into the door panels.
- C. A minimum of three (3) bars must be used on the left side of the car. Each bar must be a minimum of one and one-half inch (1.500") in diameter with a minimum thickness of ninety-five thousandths inch (.095").
- D. Roll cage must be welded to the frame.
- E. Roll cage must be above the driver's helmet. 38" between floor pan and bottom of the roll cage.
- F. No "fin-shaped" or "foil-shaped" add-ons permitted on any part of the roll cage. The entire roll cage must be constructed of round steel tubing only.
- G. Roll cage padding certified to SFI Spec 45.1 is required anywhere the drivers helmet may contact the roll cage while in the drivers position.
- H. For all new frames built in 2006 on, an extra vertical side brace bar of one and one half inch (1 1/2") diameter x ninety five thousandths of an inch (.095") is required on left side in line with the steering wheel.

Spoilers:

- A. Rear spoiler must be manufactured from adequate strength material such as Lexan or Aluminum.
- B. Maximum if seventy-two inches (72") in width.
- C. Rear spoiler is not permitted to be suspended above the deck to create a "Wing effect".
- D. Rear spoiler must begin where the quarter panels end. No extended decks permitted.
- E. A maximum of three (3) rear spoiler supports. Option of two (2) additional one inch (1") aluminum braces.
- F. Spoiler supports cannot be mounted wider than the top of the quarter panels.
- G. Spoilers will be measured according to the total length and width of the material, in any shape or form. If an aluminum angle is used to brace the upper edge of the spoiler, it may not add to the spoiler height or length in any way.

Fuel Cell / Fuel:

- A. A commercially manufactured approved fuel cell that meets FT3 specifications is required. The cell should contain a maximum of thirty-two (32) gallons and must be securely mounted in the rear of the car. The fuel cell should be inside a 20 gage (.040") metal can and is supported by a minimum of two (2) steel straps. The straps must be a minimum of two inches (2") by 1/8" (.125").
- B. All fuel cell must be completely visible from the rear of the car. Fuel cell may not be mounted lower than the bottom of the quick change rear end.
- C. The fuel pick up must be on the top or right side of the fuel cell, be constructed of steel and must have a check valve in case of roll over.
- D. The FT3 fuel cell must be securely mounted behind the rear axle between the rear tires, a minimum of four inches (4") ahead of the rear bumper, no lower than the quick change housing. It must be mounted with a minimum of two one eighth of an inch (.125") thick steel straps two inches wide around the entire cell. Cells mounted in a square tubing fame are permitted. All cells must be securely mounted to the frame. The bolts used to mount the fuel cell must be a minimum of seven sixteenths of an inch (7/16").
- E. No fuel injection systems, electric fuel pumps or pressurized fuel systems allowed.
- F. One (1) four (4) barrel carburetor only, any manufacture.
- G. All drivers / teams will have fuel choice in **Southern All Stars Dirt Racing Series** sanctioned events. SUNOCO RACE FUELS is the official race fuel of the series and strongly encourage you to use the products that support the series. Alcohol or racing fuel permitted. Nitrous Oxide is NOT ALLOWED at any SAS sanctioned event. Fuel may be checked at any time.
- H. There will be NO scheduled fuel stop during any **Southern All Stars Dirt Racing Series** sanctioned events. Should a driver's fuel chose cause him to have insufficient fuel to complete an event it is the driver's responsibility to pit and refuel?

Transmissions:

- A. Drive train must have the transmission mounted on the rear of the engine. No direct drive or in / out boxes will be allowed.
- B. Any transmission with working forward and reverse gears is permitted. Only one (1) drive shaft allowed.
- C. Manual transmissions must be equipped with an operational clutch.
- D. Automatic Transmissions are permitted.
- E. All drive shafts must be painted white or silver and must be protected by a minimum of two (2) safety hoops or slings. Reinforcement and shielding of the drivers compartment is strongly recommended. Drive shafts may be made of any material however carbon fiber or aluminum shafts are strongly recommended.

Rear End:

- A. Any type of rear end differential is permitted.
- B. No open tube or sprint car type rear end will be permitted.
- C. No live axle rear ends permitted.
- D. No independent rear suspensions are permitted
- E. All rear ends using a cable to link in the rear end must have the cable mounted outside the cockpit area and not in reach of the driver.

Brakes:

- A. All cars must have an operational four wheel braking system.

Tires:

- A. Hoosier Racing Tires Only. Compound allowed are as follows.
 - 1. 1350
 - 2. 1450
 - 3. 1600
 - 4. 70

At certain tracks specific tire rules may be used.

- B. No flaps or skirts will be allowed to obstruct the view of the tires mounted on the car at any time during competition.
- C. Chemical alteration of any tires is prohibited. No tire softeners or conditioners which alter the chemical compound of the tire will be permitted. This includes, but is not limited to, tire soaking, internal applications or the use of tread softeners.
- D. Markings on sidewalls may not be modified in any way.

- E. All tires may have a maximum size of eleven inches (11") by twenty nine inches (29") by fifteen inches (15"), unless otherwise specified.
- F. Maximum circumference, ninety three inches (93"), unless otherwise stated.
- G. Maximum width (sidewall to sidewall) sixteen and three quarters inches (16.75"). No Tolerance. Tire Hoops will be used, and must pass freely over tire.
- H. All tires must durometer a minimum of forty (45) and must pass random chemical inspection and lab analysis.
- I. If tire fails durometer inspection for qualifying, you will start tail end of an assigned heat race or B Main. If tires fail heat race or B Main inspection you are done for the night. Fail a Main pre race inspection you won't be permitted to start the A Main.
- J. The **Southern All Stars Dirt Racing Series** will take tire samples from the winning car and it will be sent to a certified lab for testing. Tire's not conforming to the manufacturer's benchmark will be deemed illegal. Any competitor is subject to tire inspections and/or samples being taken at any time during the event.
- K. Competitor with tires being tested will not be awarded any winnings until results are back from lab. (3-5 business days).
- L. Penalties for non-conforming tires
 1. First Offense: \$500.00 Fine for the driver and/or the forfeit of points and winnings from the event the non-conforming tire participated in.
 2. Second Offense: \$1000.00 Fine for the driver and/or the forfeit of points and winnings from the event the non-conforming tire participated in and/or a two (2) race suspension from SAS events.

Wheels:

- A. Any brand of wheel is allowed. Wheels must be mounted with lug nuts minimum of five (5). No knock off center lock wheels allowed.
- B. Maximum wheel width is fourteen inches (14").
- C. Steel, aluminum, carbon-fiber or plastic wheels are allowed.
- D. Maximum width measured from the outside of the rear tires is eighty eight inches (88").
- E. Maximum width measured from the outside of the front tires is ninety inches (90").
- F. Wheel spacers are permitted.

Headers / Mufflers:

- A. Collector type headers required.
- B. Mufflers shall be optional unless required by the host tracks rules. All drivers are responsible for meeting the decibel requirements at the tracks that require mufflers.

- C. If mufflers are required, they must be securely attached to all cars. Pop riveting of the mufflers will not be permitted. Cars that lose mufflers during the competition will be subject to the track policy on nose.
- D. Any car that exceeds the local decibel requirement shall be subject to disqualification by SAS officials.
- E. Any car that crosses the scales after heat or feature events without mufflers attached to the headers when required will be subject to disqualification by SAS officials.
- F. The exhaust is not permitted to be directed towards the ground. (The exhaust must be parallel to the ground so as to disturb as little dust as possible.

Weight / Engines:

1. Open All Aluminum 2350 lbs 8" inch spoiler 8" inch sides
2. SAS or SUPR SPEC 2350 lbs 8" inch spoiler 8" inch sides
3. All steel 363 cubic inches or more 2350 8" inch spoiler 8" inch sides
4. Aluminum head, steel block 2300 lbs 8" inch spoiler 8" inch sides
5. GM CT525 2300 lbs 8 inch spoiler-8" sides
6. All steel 362 cubic inches or less 2250 lbs 8" inch spoiler 8" inch sides
7. NLMS (358 cu in) 2250 lbs 8 inch spoiler-8" sides
8. GM 602 or 604 2250 lbs 12 inch spoiler-12" sides

- A. All weights attached to the car must be securely bolted to the frame.
- B. All weight weights must be painted white or silver and have the car number clearly painted on them.
- C. Any car that loses a lead weight during any event may be fined and /or banned from SAS events for the rest of the season.
- D. Minimum of two (2) mounting points per piece of weight.
- E. No weights may be attached to the rear bumper.
- F. No lead pellets or liquid weights.
- G. After each Heat/Consi/Main event a fuel burn-off weight allowance of one (1) lb. per lap will be allowed. Also there will be a 10 pound scale variance allowed at all Southern All Star events.
- H. All weights include the driver and are after qualifying, heats and the feature.
- I. All engines except the GM Performance Parts Crate 525 may only utilize and operate with a single magneto or single distributor ignition system. Coil-pack or distributor –less type ignition systems will only be allowed on the sealed GMPP CTS 525 engines.
- J. Unlimited cubic inch with aluminum block and aluminum heads is twenty-three hundred pounds (2300 lb) and an eight (8") inch spoiler.
- K. Unlimited cubic inch with a steel block and aluminum or steel heads is twenty-two hundred fifty pounds (2250 lb) and an eight (8") spoiler.

- L. The GM Performance Parts 602 and 604 crate engines is twenty-two hundred pounds (2200 lb) and a twelve (12") spoiler. 12" side braces.
- M. The GM Performance Parts 525 crate is twenty-two hundred and fifty pounds (2250 lb) and an eight (8") spoiler. The GMPP CTS 525 must remain as a sealed unit per GMPP specifications. Any variations would classify the engine as an open motor and the weight will be twenty-three hundred pounds (2300 lb) and an eight (8") inch spoiler.

SAS SPEC Engine Options:

1. Twenty-three hundred pounds (2300 lb) and an eight (8") spoiler. 8" sides braces.
2. Maximum 362 cubic inches with Brodix SAS Spec heads (must has the SAS markings on the heads) and a steel block. (New 2011 Brodix SAS Spec heads will have angle spark plus and CNC chambers).
3. Titanium valves.
4. Any cam shaft.
5. Any piston.
6. Any intake.
7. All SPEC heads will be supplied with CNC bowl blending and intake port matching.
8. No grinding or blending of the CNC work is allowed.
9. No grinding or polishing of any kind is allowed anywhere on the castings.
10. No use of any substance that may change or alter the shape of the ports or combustion chamber is allowed.
11. A maximum valve size of two inch eighty thousands (2.080") intake and one inch six hundred thousand (1.600") exhaust will be allowed for all SPEC heads.
12. Valve seats and guides are to remain as manufactured. The original seat center locations a provided by the head manufacturer may not be altered.
13. No tapering or re-shaping of the valve guides will be allowed.
14. Minimum valve stem diameter is 11/32 (.343") inch.
15. SPEC cylinder head serial numbers must remain on the heads and may not be defaced or altered.
16. No welding or modifications are allowed to the original head castings.

SUPR SPEC engine option:

1. Twenty-three hundred pounds (2300 lb) and an eight (8") spoiler. 8" side braces.
2. Minimum 350 cubic inches, maximum 362 cubic inches.
3. Steel block. No lightening of blocks. If found a 25 lb. weight penalty will be accessed in front of the motor plate.
4. Maximum bore size is 4.060".
5. Flat top pistons only.
6. Stroke:
 - a. Chevy 3.480" or 3.500"
 - b. Ford 3.500"
7. Deck:
 - a. Chevy 9.00"
 - b. Ford 9.200"
8. Brodix SUPR SPEC heads with 60 cc minimum combustion chamber.
 - a. Chevy: SUPR "SPEC" heads with SUPR cast logos.
 - b. Ford: SUPR "SPEC" heads with SUPR logo on the outside and SPEC logo in the intake and exhaust ports.
9. Polishing will be allowed in the combustion chamber area to avoid hot spot chafing.
10. Polishing will be allowed in the exhaust ports as long as the original SUPR logo is not affected and port shape remains unaltered.
11. No intake or exhaust port repositioning, raising, enlargement or reshaping of any kind.

12. Intake port polishing will be allowed no further than 1.500" below the bottom of the original seat ring on the back side of the bowl area and no further than 1.00" on the short side. Any opening of the head past this point will be illegal.
13. Valve angle and placement cannot be altered in any way on the SUPR SPEC heads.
14. SUPR SPEC heads require 11/32" valves. No exception.
15. No titanium valves.

Note: SAS has and will be using Brodix supplied inspection templates and tools on the SUPR heads. Failure of any of the gauges or templates will result in immediate disqualification. These heads and intake combinations were designed with equal air flow in mind. If anything is done to increase the airflow above the original specs from the manufacture they will be illegal.

16. Intake:
 - a. Chevy, any intake with no modifications except for port matching to a FEL-Pro 1206 gasket. Intake opening may be ground or polished no further than .750" into the port or no further than the closest edge of the closest letter of the SUPR logo.
 - b. Ford, Edelbrock Victor Jr. intake with no modifications except for port matching to a FEL-Pro 1262 gasket. Intake opening may be ground or polished no further than .375" into the port.

Nation Late Model Series engines:

1. Twenty-two hundred pounds (2200 lb) and a twelve (8") spoiler. 8" side braces.
2. Engines will be governed under the current NLMS rules.

Chrysler engines:

1. Maximum 372 cubic inches
2. Twenty-three hundred pounds (2300 lb) and an eight (8") inch spoiler.

- N. All engines must be based on factory designs and be naturally aspirated.
- O. No turbo chargers or blowers.
- P. No fuel injection.
- Q. V-6 engines must have the rear of the block in the same location as the V-8 engines.
- R. Maximum engine setback is a maximum (25 ½ ") from the center of ball joint to back of the block. A ½ " tolerance allowed.
- S. All engines are limited to one (1) spark plug per cylinder.
- T. All engines are limited to two (2) valves per cylinder.
- U. Magnetos are permitted.
- V. All cars must have an operating starter.
- W. At all SAS events, the top three (3) finishers may have their motors P&G for cubic inch check if claiming anything other than the open engine weight. Under certain circumstances engines may be sealed for later inspection.
- X. Cubic inch spot checks may be made on the top five (5) qualifiers if claiming anything other than the open engine weight.
- Y. Cubic inch inspection may be done after qualifying, heats, or feature.

Note: All drivers and teams are advised that the use of minimums and maximums as described in this rule book means absolutely no tolerances on the described items.

Championship Points:

- A. A driver must be present at 80% of all Southern All Stars Dirt Racing Series events to be eligible for any point fund money or year-end contingencies.
- B. Drivers that qualify but do not run in heat or last chance races will be awarded ten (10) SAS championship points.
- C. Drivers that qualify but do not transfer to the feature will be awarded twenty (20) SAS championship points.
- D. Southern All Stars Dirt Racing Series previous year's points champion and past series champions will be allowed free entry fees to SAS race events for the current year.
- E. In the event that a tie should occur in the Championship point standings at season's end the tie will be broken by the following tie-breakers: Most Feature wins; then Most Second Place finishes; then Most Third Place finishes and so on until the tie is broken.
- F. If an event is weather postponed and rescheduled and a SAS driver is prevented by extenuating circumstances from attending the rescheduled event then that driver may be awarded 30 'show' points if they were in fact present and prepared to race on the original date.
- G. If an event is weather cancelled after time trials have commenced all entered drivers will be awarded 30 'show' points.
- H. No dropping of races will be allowed.
- I. SAS championship points will be awarded as follows:

1	100
2	96
3	94
4	92
5	90
6	88
7	86
8	84
9	82
10	80
11	78
12	76

13	74
14	72
15	70
16	68
17	66
18	64
19	62
20	60
21	58
22	56
23	54
24	52

- J. SAS championship points fund payout awarded at year end banquet and all drivers must be present at the banquet to receive championship point fund money.

- K. **Point fund distribution:**
1. \$6,000 to the champion
 2. \$165 per event
 3. \$145 per event
 4. \$135 per event
 5. \$120 per event

Rookie of the Year:

- A. Southern All Stars Dirt Racing Series previous year’s rookie of the year will be allowed free entry fees to SAS race events for the current year.
- B. To be eligible for SAS Rookie of the Year award a driver cannot have finished higher than eleventh (11) in any previous years SAS championship point standings.
- C. Drivers wishing to compete for the Rookie of the Year award must indicate their intentions by applying in writing to the SAS series director.
- D. Letters if application should contain drivers age, years of racing
 - a) Driver’s age.
 - b) Years of racing experience.
 - c) Years competing in a Super Late Model division.
 - d) Number of races won.
 - e) Largest purse won in a Super Late Model event.
 - f) A list of achievements.
 - g) The details of the car and team.
 - h) Photos if available.
- E. Application letters must be received before the first intended Southern All Stars Dirt Racing Series event or in any event prior to the 4th event of the current season.
- F. Southern All Stars Dirt Racing Series will have the final approval on any driver eligibility.
- G. SAS Rookie of the Year award will be \$1,000.00.

Purse Structures:

- A. All paid purse and other funds as outlined in the Promoter’s contract will be paid to the car owner or designated owner representative only.

Minimum Payout:

	1 Day	1 Day	1 Day	1 Day	2 Day
1	\$4,000.00	\$5,000.00	\$10,000.00	\$7,500.00	\$10,000.00
2	\$2,000.00	\$2,500.00	\$5,000.00	\$4,000.00	\$5,000.00
3	\$1,000.00	\$1,500.00	\$2,500.00	\$2,000.00	\$2,500.00
4	\$900.00	\$1,000.00	\$2,000.00	\$1,500.00	\$2,000.00
5	\$800.00	\$800.00	\$1,500.00	\$1,250.00	\$1,500.00
6	\$700.00	\$700.00	\$1,400.00	\$1,000.00	\$1,400.00
7	\$600.00	\$600.00	\$1,300.00	\$750.00	\$1,300.00
8	\$550.00	\$550.00	\$1,200.00	\$550.00	\$1,200.00
9	\$525.00	\$540.00	\$1,100.00	\$540.00	\$1,100.00

10	\$500.00	\$530.00	\$1,000.00	\$530.00	\$1,075.00
11	\$450.00	\$520.00	\$850.00	\$520.00	\$1,050.00
12	\$425.00	\$510.00	\$800.00	\$510.00	\$1,025.00
13	\$400.00	\$500.00	\$750.00	\$500.00	\$1,000.00
14	\$400.00	\$490.00	\$700.00	\$490.00	\$1,000.00
15	\$400.00	\$480.00	\$650.00	\$480.00	\$1,000.00
16	\$400.00	\$470.00	\$600.00	\$470.00	\$1,000.00
17	\$400.00	\$460.00	\$550.00	\$460.00	\$1,000.00
18	\$400.00	\$450.00	\$500.00	\$450.00	\$1,000.00
19	\$400.00	\$440.00	\$500.00	\$440.00	\$1,000.00
20	\$400.00	\$430.00	\$500.00	\$430.00	\$1,000.00
21	\$400.00	\$420.00	\$500.00	\$420.00	\$1,000.00
22	\$400.00	\$410.00	\$500.00	\$410.00	\$1,000.00
23	\$400.00	\$400.00	\$500.00	\$400.00	\$1,000.00
24	\$400.00	\$400.00	\$500.00	\$400.00	\$1,000.00
	\$17,250.00	\$20,100.00	\$35,400.00	\$26,000.00	\$40,725.00

Rain-Outs:

- A. Should an event be postponed until a later date due to inclement weather, all events that have been completed shall stand good upon returning to the rescheduled event.
- B. Any driver not present at the original date may attend the rescheduled date if qualifying has not been completed.
- C. A driver cannot enter the event on the second day of a two (2) day event.

Radios:

- A. Radios will be allowed in all SAS events.
- B. The use of Raceceivers is required at all Southern All Stars Dirt Series events.
- C. A Raceceivers can be bought or rented from SAS at the event.
- D. Raceceivers frequency will be announced in the drivers meeting.

Conduct:

- A. All drivers, regardless if a regular SAS driver or not a regular SAS Late Model Series driver will conduct themselves in a professional manner at all times.
- B. During the course of events, drivers and crew members are not permitted to consume, take or be under the influence of alcohol, drugs, or prescription drugs which could impair their ability.
- C. NO fighting (physical confrontation) will be tolerated at ANY TIME!

- D. NO driver/owner/team member discussion or protests on track at ANY TIME!
- E. ANY retaliation by ANY driver against another competitor by using the race car or any other means will result in disqualification from the event.
- F. NO physically abusing (pushing, etc.) or verbally abusing/cussing any event official will not be tolerated.
- G. Starting or stopping in an area not designated so as to cause undue confusion or delay will not be tolerated.
- H. Passing the pace vehicle (unless waved by) will not be tolerated.
- I. Rough driving and unnecessary bumping as determined by SAS Late Model Series officials will not be tolerated.
- J. Failure to stop for red flag or driving through crash area will not be tolerated.
- K. Any driver or team member going to another pit area or to another car, and physical action results will not be tolerated.
- L. Any physical contact during the race in any neutral area will not be tolerated.
- M. Purposely driving race cars through areas closed to race car traffic, or driving through pit area at excessive speeds with either a race car or a four-wheeler will not be tolerated.
- N. Team members going out on the racing surface when yellow flag conditions exist will not be tolerated.
- O. Ignoring a flag of any color will not be tolerated.
- P. ANY violations may result in disqualification and/or loss of any earned purse money and points and/or a monetary fine and/or suspension. More than one infraction will be harshly dealt with on an individual basis.
- Q. This is a professional organization, and all participants are expected to conduct themselves accordingly. Team owners are responsible for the conduct of all persons connected with the team.

General Race Rules:

- A. All drivers must be ready to compete when your assigned race is called for. Any driver that is late to the track for your assigned race will forfeit their starting position and start from the rear of the field.
- B. Any intentional delays caused by a driver or his crew may result in the disqualification of that car.
- C. Drivers without an operable SAS Late Model Series approved Raceceivers one way radio WILL NOT be permitted on the racing surface.
- D. A pace vehicle may be used to initiate all races. ALL cars must be on the starting grid for all preliminary races when the pace vehicle picks up the field. NO passing of the pace vehicle will be permitted, unless waved by. Any passing of the pace vehicle, unless waved by, will result in the offending car restarting the race from the rear of the field.
- E. Any car racing through the infield, or off the intended racing surface, in order to better its racing position, will be yellow flagged and shall restart the race from the rear of the field.

- F. Two (2) unaided stops/spins that bring out the yellow flag twice in a single race WILL result in the offending car being disqualified from the race at the discretion of a SAS Late Model Series official.
- G. Any driver bringing out an intentional caution in any race will be penalized one (1) lap and restart the race from the rear of the field.
- H. No racing back to the caution flag at any time unless the leader has taken the white flag and the track is not blocked. NOTE: if checkered flag is displayed and yellow flag or red flag is needed both checkered flag and yellow flag or red flag will be displayed and race will be completed.
- I. Two (2) courtesy laps will be given in the feature race only for changing flat tires only. Only the tire that is flat may be changed. The courtesy laps will begin once the lineup is set on the track. The car will rejoin the field at the tail. If you leave a Last Chance you will be done for that race.
- J. Any car black flagged for consultation under yellow, by a SAS Late Model Series official retains position if cleared by officials.
- K. A black flag will be displayed to any driver that is losing part of the racecar or whose car is excessively smoking. This black flag decision will be made by a SAS Late Model Series official.
- L. Ignoring a flag of any color may result in disqualification.
- M. Pitted cars may rejoin a race under green flag conditions, only with the authority of the SAS Late Model Series Competition Director, and as instructed exclusively by a SAS Late Model Series official. This may only occur when an open position on the track permits the car to safely rejoin the race.
- N. All drivers must obey signals, communications, and/or the SAS Late Model Series official's blackboard(s). Failure to do so may result in disqualification.
- O. All work on the race car must be done in the pit area or any area designated by SAS Late Model Series officials at the driver's meeting.
- P. Hand signals, colored gloves, cone lights, and pit boards are the accepted communication with the driver.
- Q. No driver or crew member may tamper with the racing surface.
- R. No crew member or anyone associated with the race team may be on the racing surface or any position that would endanger them or the competitors. If a team member(s) comes out on racing surface to argue calls/try and repair car(s), that team may be disqualified per Race Director's discretion. Any crew member(s) going to judges/scorer's tower to argue calls or position in the line that car(s) will be disqualified immediately.

Flag Rules:

- A. Standard flagging procedures will be used for each SAS event. If for any reason the race is run one lap short or long the race is officially over when the checkered flag is displayed to the leader.

Green Flag:

- a) The entire track is open for racing.
- b) Passing will not be permitted before the green is displayed at the designated point.

Yellow Flag:

- a) All cars must come to a parade lap speed as soon as safely possible and fall into a single file formation.
- b) Absolutely no passing is permitted under the yellow flag and no racing to the start/finish line will be permitted.
- c) All cars involved in the yellow flag incident, must restart at the rear.

Red Flag:

- a) When a red flag is displayed, all cars must come to a complete stop.

Black Flag:

- a) A car given this flag must pull into the pit area immediately for consultation. The car will not be scored from the point that the black flag is displayed. If after the car is inspected and is able to return to the race, the car may return to the track. If a car is stopped and found to be safe and not at fault, the car will retain the same position as it was running (only if black flagged under yellow).

Blue/Yellow Flag “Move-over”:

- a) A “Move Over” flag will be utilized. Hold your line, the leaders are approaching.

White Flag:

- a) One lap remains in the race. When the white flag is displayed cars will race back to the checkered flag.

Checkered Flag:

- a) The race is officially ended and all cars must pass underneath it to be scored on the last lap. A race is not completed until the checkered flag is displayed.

Scoring Procedures:

- A. Southern All Stars Dirt Racing Series will use transponder scoring.
- B. A lap is not scored on an original start unless all cars complete the lap by passing through the start-finish line.
- C. After the first lap has been completed the split yellow scoring system will be utilized. All cars that crossed the finish line under green flag conditions will hold their position as long as the leader plus one car have completed the lap. All other cars line up according to their last completed green flag scored lap. This partial lap will count toward the event’s total number of laps.
- D. A race is not considered complete until the checkered flag is displayed. If for some race is ran one lap long or one lap short, the race is OFFICIALLY over when the checkered flag falls.
- E. If a yellow or red flag must be thrown while the checkered flag is displayed, the race will be completed. Those cars not crossing the finish line will be scored in the position they were in on the last green flag lap.
- F. In the event of rain or other unforeseen circumstances, a race may be called complete after reaching, at minimum, half distance.
- G. Should a race be under red or caution at or after half distance, and rain or another circumstance prohibits completion of the full distance, the race will be scored as per the lineup for the intended restart.

- H. The laps shown on the schedule are a maximum. The number of laps may change due to extenuating track circumstances.
- I. Cars that were directly involved in an on-track incident and come to a stop on the race track will be sent to the rear of the field.
- J. Any cars that stop or spin to avoid running into an incident will be allowed to keep their previous position in the field.

Starts:

- A. Once the field has been sent away for the pace laps any warm-up laps at race speed can be considered a penalty and the offending driver or drivers will start at the rear of the field.
- B. Sufficient laps to warm up engines, transmissions and tires will be given.
- C. Any driver or drivers jumping the original start attempt will be warned for the first offense.
- D. Any driver or drivers jumping a second start attempt will be moved back one (1) row. Failure to readily comply with a 'move back' directive from the SAS Late Model Series officials will result in disqualification.
- E. A designated starting point will be determined by the SAS series director and announced at the drivers meeting.
- F. ALL original starts will be double-file.
- G. The front row should approach the designated starting point at a MODERATE pace, approximately 4000 RPM, keeping nosepieces of cars as even as possible. Once the front row has reached the designated starting point they may accelerate and race will be underway.
- H. Second row on back may accelerate when green flag is displayed. ANY car racing or passing before the green flag is displayed will be moved back a row. Failure to readily comply with a 'move back' directive from the SAS Late Model Series officials will result in disqualification.
- I. Once green flag is displayed the race is officially underway. NOTE: If only one (1) car is involved in a caution on the original start or before one (1) complete lap is scored, that car will go to the rear of the field for a subsequent attempt at starting the race. If more than one (1) car is involved in a caution on the original start or before one (1) complete lap is scored, the cars involved in the caution will receive their original starting positions for a subsequent attempt at starting the race.
- J. One (1) complete scored lap MUST be recorded before field goes to a restart line-up. NOTE: If any driver is penalized to the rear of the field before one (1) complete lap is scored the remainder of the field should move up one row. NO 'cross-over' of field for subsequent attempts at starting the race.
- K. Late cars will be permitted to enter the racing surface only if deemed safe. Late cars entering the racing surface prior to the green flag will start tail.
- L. Any car returning to the work area after the field has left the grid will lose its starting position and, providing the car can safely re-enter prior to the green flag, will be permitted to go to the rear of the field.

Restarts:

- A. Dixie style double file restarts will be utilized in the heat race and the last chance races.

- B. Dixie style double file restarts will be utilized in the feature unless track conditions dictate otherwise. The use and/or discontinuation of the restart format are at the sole discretion on the SAS series director. Last five laps of the race will be single file restarts.
- C. When a caution is thrown ALL cars should slow down and fall into a single-file line. SAS Late Model Series officials will align field for a single-file restart using the Receiver.
- D. All restart line-ups will be derived from the official scorers' lap sheets. The split yellow scoring rule will be utilized. We will explain this in the driver's meeting.
- E. The leader of the race may accelerate at the exit of turn four to restart the race.
- F. The leader of the race should approach the exit of turn four at a MODERATE pace, approximately 4000 RPM. Once the leader of the race accelerates the race will be underway.
- G. Remainder of field may accelerate when green flag is displayed. ANY car racing or passing before the green flag is displayed will be moved back two (2) positions ('single-file' restart). NOTE: When an infraction occurs on a restart, SAS Late Model Series officials can exercise their discretionary powers and allow the race to continue, not calling for another restart, and then penalize the offending car(s) at the next caution period or when the race is concluded.

Heats, Last Chance or Features:

The designated starting point shall be marked in the announced manner:

- A. After the "one (1) lap to go" signal has been given, the field must maintain an orderly and controlled pace around to the starting point with the front row running side by side.
- B. The inside pole-sitter will set the pace going into turn three (3) and maintain that pace going to the line.
- C. It is the responsibility of the outside pole-sitter to keep his car even with the pole-sitter. If the lineup is good then the race will be started.
- D. Anticipating the start or firing before the green light/flag will be considered a penalty if the offending driver/drivers advance their position prior to reaching the start/finish line. Those drivers will be sent to the rear of the field at the next caution period.
- E. In the event of a caution before the first lap is completed the field will be lined up for a complete restart in the original starting order provided there are no penalties to be assessed.
- F. Any driver that comes to a stop during the first lap and in the opinion of the officials has done so deliberately to cause a restart will be put to the rear before the race is restarted.
- G. Any driver that is scheduled to start in the feature and is unable to start will lose his position to an alternate.
- H. Alternate drivers will be notified of their positions and they must be prepared to line up on the grid within five (5) minutes of being called.
- I. Once an alternate has been called forward to take your position you may not reclaim that position.
- J. No alternate will be allowed to start after the field has pulled away from the starting grid.

- K. In the event that a driver is unable to take his assigned starting position, the cars in that row will be moved forward to fill that position. The grid will not be crossed and realigned.
- L. Alternate will join at the rear of the field.

Caution Procedures:

- A. There will be NO racing back to the caution except on the final lap once the leader has been shown the white flag. The field will then race back to the checkered flag. The flagman will turn the yellow and green lights on to indicate to the field they are racing back to the checkered flag.
- B. In the event of an unsafe condition or a completely blocked track on the final lap the red flag/light will be displayed and the field will be realigned as it was on the last completed lap for a green, white, checkered finish.
- C. In the event of a caution, the cars involved in the incident that comes to a stop on the race track as a part of the original incident will be sent to the rear of the field.
- D. All cars that are indirectly involved in the incident such as spinning or stopping to avoid the wreck or a subsequently spin will be given their position back.
- E. In the event of either a caution or a red flag after one (1) lap has been completed any car that goes into the pits will rejoin the field at the rear of the lap they are scored in.
- F. In the event of a caution or a red flag on the initial start attempts drivers may enter the pits for repairs and assume their original starting position provided that they have returned to the track prior to the one (1) to go signal being given.
- G. In the event of a caution all lap cars will line up for the restart at the rear of the field by position on the racetrack and according to the previously completed lap.
- H. In the event of a caution the field will be realigned for a restart in the order of the last completed lap. In order to retain its position a car must have been in that position for one (1) complete lap, including lap cars.
- I. Any driver that spins, for any reason, as he is being lapped or is about to get lapped by the leader and brings out the caution, may be score one (1) lap down from that point onward in the race.
- J. Any car that spins and does NOT bring out the yellow flag or have an accident will fall in line where it gets momentum.
- K. If a car is spinning out and a yellow flag appears for another car, the car spinning out will fall in line where it was running, if a new lap has not been started.
- L. Any car having to stop because of a blocked track may not be considered in the yellow flag incident at the discretion of SAS Late Model Series officials.
- M. No crew members are allowed to work on any car that is still on the racing surface or is in a dangerous position in relation to the racing surface. Repairs must be made in the pit area or designated work area. Officials are permitted to pull sheet metal off the tires only.
- N. If no laps are complete and a car(s) enter the Hot Pit area for any reason, that car will start on the tail for the start of the race.

- O. Any member of any team who works on the car during a caution or red flag while the car is still on the race track will be judged to have made a pit stop and will be sent to the rear of the lap on which they were scored.
- P. In the event of an accident drivers who are not in imminent danger should not get out of their car unless you are told to do so by a SAS official or a safety worker.
- Q. Drivers who exit without due cause will be sent to the rear of the field or possibly even disqualified depending on the circumstance.
- R. Any driver involved in two (2) cautions will be black flagged from the event. This does not constitute a disqualification and the driver will be paid for their finishing position and awarded SAS championship point for that position.
- S. In the event a driver suffers a flat tire (during the feature event only) the driver will be granted a minimum of two (2) courtesy laps to change the tire and rejoin the field. Drivers should make SAS officials aware of the need for the courtesy laps.
- T. Courtesy laps will only be granted one (1) time per feature event and only be granted for a tire that is actually flat.
- U. Officials may change out Raceceivers, give drivers rags or other such items as deemed necessary by the SAS race director.

Red Flag Procedures:

- A. Bring your car to a stop as quickly and as safely as possible. DO NOT drive past/through accident site. Failure to stop or driving past/through the accident site may result in disqualification.
- B. The only cars permitted to enter the pit area during a red flag period are those cars involved in the red flag. Any car not involved in the red flag that enters the pit area while red flag is displayed will restart the race from the rear of the field.
- C. A “closed red” means no work of any nature is permitted on a car or driver’s equipment.
- D. An “open red” means cars and driver’s equipment may be worked on. NOTE: Changing a tire during an ‘open red’ will result in the offending car restarting the race from the rear of the field.
- E. If a race is red flagged due to weather conditions and cars are sent to the pits, then any and all work, including tire changes is permitted. If a tire change is made, officials must be notified immediately so that officials can properly check and mark the tire(s).
- F. A black flag means that you have been sent to the pits and will take no further part in that race event.
- G. Once a driver has been issued a black flag the driver should exit the speedway immediately. Failure to do so could result in a complete disqualification from the entire event.

On Track Penalties:

The following penalties will be applied after normal caution procedures have been followed unless special circumstances apply:

- A. Under a green or caution flag conditions the SAS director reserves the right to invoke penalties, suspensions or fines to any driver whose actions are deemed to be overly aggressive or fall into the category of “rough driving”.
- B. These rules are not intended to eliminate competition or accidental contact. It is intended that deliberate contact or over driving will be penalized.
- C. Drivers will be notified of any penalties that have been levied by the SAS director.
- D. All decisions shall be final.
- E. Any physical confrontation, either on the race track or in the pit area will result in the aggressor or aggressors being disqualified, suspended or fined up to \$1,500.00 at the discretion of the SAS director.
- F. A second offence may result in suspension for the rest of the season.
- G. Any driver or crew member who enters another driver’s pit area will be deemed the aggressor. Away from either drivers pit area, both drivers will be considered aggressors.
- H. Drivers will be held responsible for all crew members of their race team and the above penalties apply even if the driver is not involved.
- I. Any incidents that occur during the last three (3) events of the season could result in penalties being applied at the beginning of the next season.
- J. Any incidents that are judged to be “deliberate acts of aggression” whether on or off the race track, under green or caution will result in an immediate disqualification.
- K. The SAS director reserves the right to increase the above penalties depending on the scope and severity of the incident.

Time:

- A. All SAS events will be conducted according to a schedule and in a timely manner. Features will be started early whenever possible.
- B. Schedules, line-ups and qualifying orders will be posted in the pits at the host tracks standard place and at the SAS tech trailer.
- C. As a general rule you will have a maximum of ten (10) minutes from the end of a previous on track event to be in position, either on the grid or in the staging area for your scheduled event.
- D. During heat races drivers must report to the staging area prior to the end of the previous heat race.
- E. During the driver introductions for the feature, drivers will have ten (10) minutes to be on the starting grid, if a driver is not in position by the required time during the program they will start from the rear of the field.
- F. Cars must be presented for technical inspection when requested to do so by the SAS official. Delays in getting technical inspection completed in a timely manner may result in the offending driver(s) being denied their hot laps.

Rain Delays:

- A. In a rain delay situation Southern All Stars Dirt Racing Series reserves the right to amend the racing format in the interest of time constraints and schedule conflicts.
- B. Changes will only be made if an event is in jeopardy of being lost due to a lack of schedule availability, a time curfew or inclement weather.
- C. The amount of laps for qualifying, heat races and the feature may be altered do to time constraints.

Weigh In Procedures:

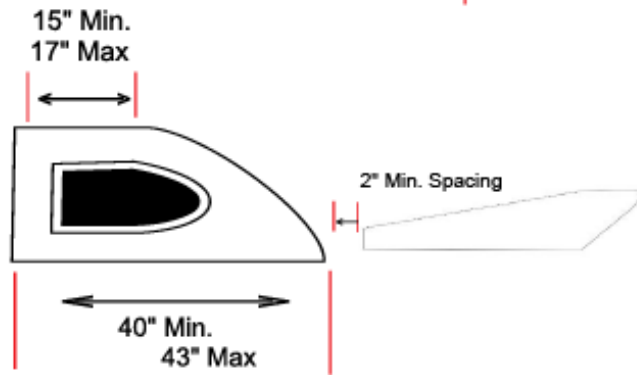
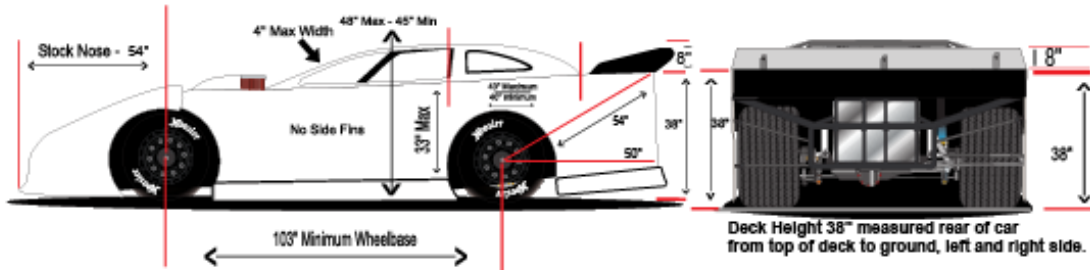
- A. The first three (3) cars from the feature and any cars that transfer to the feature from preliminary races must cross the scales immediately following their race.
- B. The winner of the feature must cross the scales prior to any winner interview or presentations.
- C. Cars will be weighed after qualifying laps are completed whenever possible. Depending on the layout of the host track this procedure may be altered at the discretion of the SAS director and will be announced at the drivers meeting.
- D. All cars judged to be light when crossing the scales after qualifying will lose their qualifying time and will start at the rear of a heat race or last chance race.
- E. If there is more than one (1) car that has been judged light, those drivers will be line up at the rear of the heat races or last chance race by their qualifying order.
- F. Cars judge to be light will be given one (1) roll off the scales for zeroing and reweigh. No other reweighs will occur.
- G. The host track scales are the SAS official scale for that event and will be the only ones used to determine car weigh. All drivers should make every effort to visit the scale prior to qualifying.
- H. There is NO burn-off allowance for qualifying weights.
- I. All cars must proceed directly from the race track to the scales. Any detour, to anywhere, may result in disqualification or the offending drivers penalized to the rear of the field.
- J. After qualifying any detour may result in the loss of the drivers qualifying time.
- K. Should any car stop on the way to the scales and be touched by anyone other than a SAS official the driver may be disqualified.
- L. Cars must report directly to the scales after any race to be declared legal and certify their position.

All decisions of Southern All Stars Dirt Racing Series officials are final and binding without exception. In some cases, track procedures or safety rules may take precedence over the Southern All Stars Dirt Racing Series rules. Any discrepancy between Southern All Stars Dirt Racing Series and track rules should be brought to the attention of Southern All Stars Dirt Racing Series.

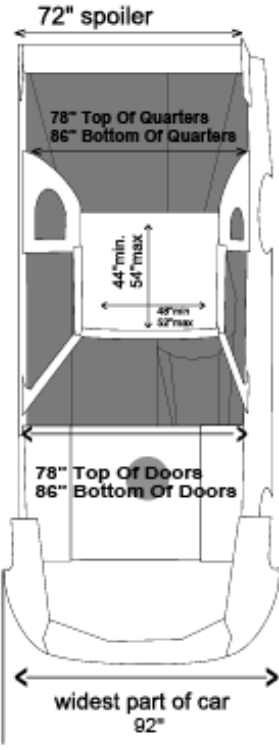
Any amendments, additions or modifications by Southern All Stars Dirt Racing Series officials in the interest of equal competition can be made at any time and without any notification.

Body Rules

All body components 4" Min. above ground.
All body measurements are maximum unless otherwise specified.

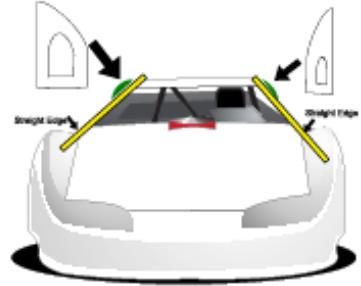


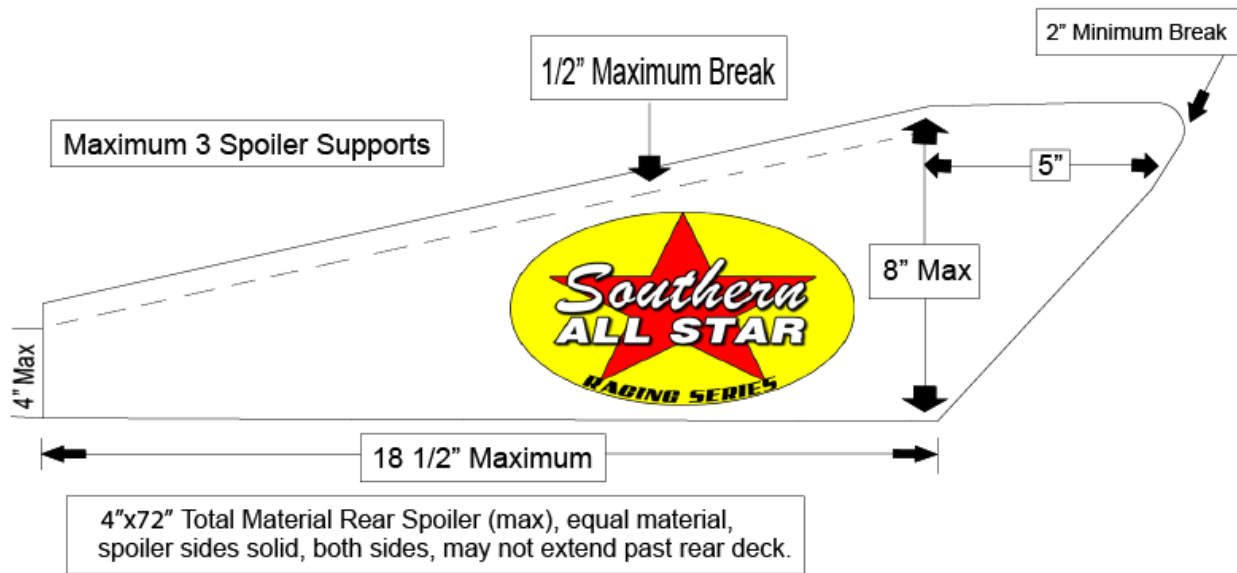
All specifications here are measurements above the deck. Be sure to allow 1" - 1 1/2" along lower edge to break for mounting purposes. Bottom corner of spoiler support should not extend past rear corner of deck. A maximum of 1" break along upper edge.



Roof Supports

ROOF SUPPORTS OR "C" PILLARS ON BOTH SIDES MUST BE MADE OF EQUAL MATERIAL. WINDOW OPENINGS ARE ALLOWED BUT MUST BE THE SAME SIZE OPENING ON LEFT AND RIGHT SIDE IF CLEAR LEXAN WINDOW IS USED IT MUST BE USED ON BOTH SIDES BOTH SIDES OPEN OR BOTH SIDES CLOSED. CURVED OR ARCED ROOF SUPPORTS ALLOWED, 3" MAXIMUM ARC ALLOWED AT WIDEST POINT, CHECKED WITH STRAIGHT EDGE, EXTENDED FROM ROOF EDGE TO DOOR EDGE.





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