



SOUTHERN ONTARIO SPRINTS

2026 Rulebook Revision Summary

As amended: Mar 24, 2026 (changes for 2026 are highlighted in the rulebook)

LS Appendix added

PROGRAM AND RACE PROCEDURES16: Repair – if a car is damaged and is towed off or pushed off from the racing surface, there will be time allotted to repair ONE flat or damaged tire - 1 tire only. For any other repairs, when the line-up is ready, you must be on the racing surface. Repairs under yellow or red flag conditions are allowed as long as the car is SAFELY off the racing surface - but no extra time will be allotted . This time allowance is for the Feature Race Only no allowance will be made in Qualifying, the heats or B Main. If a car is more than 2 laps down it will not be allowed to re-enter a race.

If the quickest heat qualifier (4th starter) does not qualify through their heat, the heat winner and next fastest qualifier that qualified through their heat race are eligible for redraw.

7.8 Teams may NOT switch top wings after qualifying. The only exception being for damage and with SOS approval.

10.2. Helmets: Approved racing, full-face helmets are mandatory. Effective July 2026 Minimum Snell S.A. 2020 sticker is mandatory.

10.3. Seat Belts: Five-point competition seat belts, consisting of lap belts, shoulder harness and antistrap and shall be no more than three years old, are mandatory. - We will follow MFG expiration dates. - If nothing is specified belt manufacturer re expiration - The belt life limit is 3 years from manufacture,

2025 Rulebook

As amended: Mar 14, 2026 (changes for 2025 are highlighted)

NOTE: These rules and or regulations set forth are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the conditions of all events and by participating in these events, all participants are deemed to have complied with these rules. No expressed or implied warranty or safety shall result from publication of, or in compliance with, these rules and regulations. They are intended as a guide for the conduct of the sport of auto racing and are not in any way a guarantee against injury or death to the participant and pit personnel.

RULES OF CONDUCT

1. Southern Ontario Sprints SOS, members shall be guided by the Rules and Regulations herein.
2. SOS officials shall have full authority of SOS sanctioned events and, at the discretion of any SOS official on duty during an event, any competitor may be disqualified for full violations, hazardous equipment or actions.
3. All SOS vehicles are subject to inspection by SOS official(s) at any time.
4. Approval of a SOS vehicle by an SOS official shall mean only that the vehicle is approved for participation in a competitive event and shall not be construed in any way to mean that the vehicle inspected is guaranteed to be mechanically sound. Be it further declared, that any SOS official(s) who inspects the vehicle should not be liable, nor shall the sanctioning body, for any mechanical failure or any losses resulting from same.
5. Any unsportsmanlike like conduct by drivers, owners and/or pit crew shall be grounds for disqualification and/or punitive action by the sanctioning body and will be strictly enforced. Drivers are responsible for the conduct and actions of their crew members. Driver or car owner shall be the only sole spokesman for their race team.
 - 5.1 If disqualification or suspension is imposed for any infraction, all points and monies owed will be forfeited for the night. Other penalties or suspension may be levied dependent upon the severity of the situation.
6. Absolutely no alcoholic beverages will be consumed by the drivers or their pit crews prior to or during an SOS sanctioned event. Use, sale or distribution of illegal drugs at any time shall be cause for immediate suspension.
7. Each car owner and driver is responsible for all charges, premiums and taxes, if any, on any funds received from the SOS or from the tracks..
8. All drivers must have paid for and have submitted a Competitor Contract to be able to enter the racing surface at any SOS racing event- multi sanction events being the possible exception.
- 9.. Drivers must be at least 16 years of age prior to the conclusion of the SOS season. If a driver has not turned 16 and is over 14, they must have a minimum 2 years racing experience in a level higher than go-karts. **No drivers under 14 allowed.**

10. Protests must be presented in writing to the SOS Race Director within twenty (20) minutes from the time the result has been posted. Remember, at most tracks we are using My Race Pass for results. If you feel you have observed a violation of race procedures, contact an SOS official with your grievance. Please remember officials donate their time to help us race. Thus, state your case calmly and they will try to rectify the situation.

11. When a point sponsor or contingencies are signed, any provided sponsor's decals must be clearly visible on both sides of the car's top wing. Failure to do so will result in forfeit of any product or monies.

12. a) Any proposed rules changes for the next year must be put in writing to the President. b) Members proposing rule changes, must present proposed change in person, or by designate, at the Annual General Meeting. c) Member input: Any paid up member may present any concern to the President for his/her consideration as long as it is made in writing.

13. EIRI "Except in Rare Instances" decisions of SOS official(s) are final and binding without exception. Any discrepancy between SOS rules and track rules shall be brought to the attention of SOS official(s) for immediate interpretation.

14. Situations may upon review arise that are not precisely covered in this rule book. All rulings and interpretations of the rules included herein will be made by SOS officials and these judgments will be final.

15. COME LEGAL OR DO NOT RACE. If there are any issues that are of concern to the SOS technical inspectors, the car or competitor will not be permitted to race. If the issue is not of sufficient concern that the technical inspectors will allow the car or driver to race, the competitor will be notified in writing and given 5 days to correct the issue. If the issue has not been corrected the car or driver is ineligible for competition. If the issue is related to the driver's personal equipment these penalties will apply to the driver (as opposed to the car and vice versa)

TECHNICAL RULES:

1. Chassis

- 1.1. Wheelbase: Minimum 84", Maximum 94".
- 1.2. Suspension: No independent suspension, front or rear.
- 1.3. Offset: Maximum 2" offset. Drive shafts must run between the driver's legs. Offset will be measured from the centre line of the drive shaft to centre line of tires.
- 1.4. Axles: 52" Maximum front axle width. No sway bars front or rear.
- 1.5. Drive Shafts: Drive shaft torque-tube must be fully enclosed. Steel safety hoops are required.
- 1.6. Transmission: In and Out Box, slider driveline or shifter rear end required.
- 1.7. Frame: No aluminium frames allowed.
- 1.8. Brakes: Minimum three (3) wheel, workable brakes. Inboard brakes allowed.
- 1.9. Shock absorbers: No adjustable shock absorbers (from cockpit).
- 1.10. Weight: The weight of a vehicle must be 1475 pounds with driver and gear at the end of the race. No bolt on weight. Vehicle can be checked at any time.
- 1.11. Cockpit Adjustments: No adjusting mechanisms may be within reach of the driver inside the cockpit. The only on-board adjustments allowed are wing sliders and fuel "dial-a-jet".

2. Wheels and Tires.

- 2.1. Wheels: Aluminium or steel wheels.

2.2. All 4 tires on the car Must be manufactured by Hoosier :**The RR must be a Hoosier HTC**

NOTE:As supplies dictate, at some point in 2025 we will switch the Right Rear to a PLATED "HTC MEDIUM1 105/16.0-15.. The left rear will be the D12A compound only

2.3. No tire softening is allowed - The Southern Ontario Sprints is still in the process of putting together a test procedure and methodology for Checking for the presence of compound altering chemicals including softeners. On a nightly basis it can be expected samples will be taken and retained. Failure to provide a sample when asked will result in immediate disqualification and suspension. These samples may be sent for testing to a lab of the SOS choosing. In the case of a failed test the competitor can ask for a 3rd test by an accredited lab of their choosing and must pay all test costs and associated fees.

Also - If you are found guilty of using softener with another event and/or series - the SOS will recognize and respect any align with any suspensions assessed by the track/series.

2.5. Left Rear Tire may not exceed 16" in width, based on manufacturer's specification.

2.6. Electronic Bleeders are allowed

2.7 In axle/On board tire inflation systems are prohibited

3. Engines - Based on Knoxville Rules (LS Rules are a separate amendment)

In an attempt to stay relatively simple, up to date and not inadvertently disallow what should be a legal engine. The SOS cylinder head rule will be whatever the latest Knoxville 360 Series rules read. Knoxville rulebook will also be the basis for all engine rules.

3.0-360 Sprints (363.6) *A. ENGINE/BLOCK – *Steel blocks only, If there are new engine components and/or a new engine configuration they must be submitted for approval to Knoxville Raceway prior to being introduced into competition

3.1-360 CYLINDER HEADS 1. List of Cylinder Heads approved for ASCS competition is as follows: • A. Chevy - #27-211 B. Ford- #27-223 C. Mopar- #27-222

2. Spec Heads: Brodix Chevrolet Style Heads part # 27-211 with ASCS stamp. During polishing, the edges of the letters on the ASCS logos are sometimes inadvertently brushed with the polish wheel. This is permissible as long as letters are still intact. Angle milling is allowed if the head remains within 1 degree of original manufacturer's specifications. Excessive porting and/or angle milling of the ASCS logo Cylinder Heads may affect their structural integrity and is in no way recommended by Brodix.

3. Spec Heads: Brodix Ford Style Heads part # 27-223 with ASCS stamp. Intake opening must be 2.150 inches tall by 1.300 inches wide. During polishing, the edges of the letters on the ASCS logos are sometimes inadvertently brushed with the polish wheel. This is permissible if letters are still intact. Angle milling is allowed as long as the head remains within 1 degree of original manufacturer's specifications. Excessive porting and/or angle milling of the ASCS logo Cylinder Heads may affect their structural integrity and is in no way recommended by Brodix.

4. Spec Heads: Brodix Mopar Style Heads part # 27-222 with ASCS stamp. During polishing, the edges of the letters on the ASCS logos are sometimes inadvertently brushed with the polish wheel. This is permissible as long as letters are still intact. Angle milling is allowed if the head remains within 1 degree of original manufacturer's specifications. Excessive porting and/or angle milling of the ASCS logo Cylinder Heads may affect their structural integrity and is in no way recommended by Brodix.

5. Valve angle and placement may not be altered in any way on the Brodix ASCS logo heads. No welding of any kind, internally or externally, is allowed. Checking fixtures may be used to check head dimensions.

3.2-Guidelines regarding porting and polishing: Intake port openings must match the following: • A. ASCS Chevy- FP #1206 or equivalent B. Ford- FP#1262 or equivalent C. Mopar- FP#1213 or equivalent • Porting and polishing of intake ports is allowed with the following restrictions: • A. All ASCS logos must remain completely intact. B. **Intake port openings must meet previous requirements and checking fixtures currently used. C. Valve spring pockets may not be welded or altered in any way with intent to relocate ports. D. Maximum allowable width of pushrod area as follows: 1. ASCS Chevy- 2.630 2. ASCS Ford- 1.300 3. ASCS Mopar-2.450 ***Width of the intake runner at the pushrod area will be measured on the outside of the intake ports, at the location of the original pushrod machining from the original manufacturer. This area will be measured with an approved gauge. *** **Intake port openings must meet existing rule. 1. Absolutely no exhaust port relocation, raising, enlargement, or reshaping of any kind. A. Polishing is allowed if the original ASCS logo is not affected, or port shape is not altered substantially. B. Valve spring pockets may not be welded or altered in any way with intent to

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relocate parts. C. Exhaust port openings must meet previous requirements and checking fixtures currently utilized by sanctioned ASCS tracks. 2. Polishing will be allowed in the combustion chamber area to avoid hot spot chaffing.

3.3-Any internally repaired ASCS spec head must be re-certified by Brodix. 1. All spec heads must remain within 1 degree of the original manufacturing [Chevy: 23 degree, Ford 20 degree, Mopar 18 degree] 2. Penalty for altered spec head will be subject to suspension, for one calendar year. Forfeit all points and money won, during the race which the infraction was found, and subject to a \$500 fine that must be paid to Knoxville Raceway before reinstatement. 3. All oil pans must have an inspection plug, pans without plug will be subject to pan removal at any time. 4. No Turbos or blowers. 5. Only two valves and one spark plug per cylinder allowed. No big blocks. 6. No computer operated or controlled parts, such as fuel injections, traction control, fuel systems, crank trigger switches in the cockpit, chassis adjusting systems, shocks, etc. 7. No offset motors will be allowed, engine must be directly in front of driver. Driver must straddle driveline.

3.4-3.12 INTENTIONALLY LEFT BLANK

3.13-FUEL INJECTION A. Fuel injection will have a maximum stack bore of 2 3/16" of at least 3 inches. If sleeved down; sleeve must be at least three inches long and measure 2 3/16" throughout. B. One fuel nozzle per cylinder. Stacks and runners must be independent from each other from the top of the stack to the valve. Butterfly and shaft model injectors only, no side plate or rotary barrels allowed. C. No electronic injection.

4. Electrical Systems

4.1. NO Traction Control devices of any kind allowed.

4.2. All ignition wiring/boxes must be mounted under the hood, with the exception that one sealed ignition control box (MSD box) will be allowed in the cockpit.

4.3. All cars must have an ignition shut off switch within easy reach of the driver and that is clearly marked to indicate the off position.

4.3.1. Ignition systems may NOT have any other control switches allowed in the wiring harness.

5. Fuel Systems:

5.1. Alcohol only with specific gravity of .792. If fuel checks illegal, all monies and points for the night will be forfeited. You will have the option of paying the cost to have the fuel tested. If found legal, money and points will be reinstated. Bazell upper lube is recommended and is the only permissible fuel additive.

5.2. An approved racing fuel cell/tank is required. Bladder is mandatory. Fuel shut-off valve between the fuel tank and fuel pump is mandatory. Wolfie valve is permitted. Fuel shut-off must be accessible to safety crews and must not be tied down in the 'on' position by any means and must be functional.

5.3. A dial-a-jet inside the cockpit is permitted.

6. Bodywork and Appearance:

6.1. The body must extend to front torsion bars. Body parts cannot be made of wood.

No panels are to be attached to the roll cage – on either side of the car. A "sun block across the FRONT of the roll cage is permissible. The SOS will be the final arbiter on this matter. If you are at all uncertain regarding this item please contact the SOS.

7. Wings

7.1. Top Wing: Maximum 25 square feet with 60 inch max width. No two-piece wing. No turn-up or wickerbill allowed on dished top wings. No wicker bills or Gurney flaps permitted on Center Foil, unless center foil is totally flat then a maximum two-inch wickerbill is allowed.

7.2. Top Wing sideboards maximum size, 72 inches long and 30 inches tall. Panels must be of one piece construction. Panels must be fabricated flat with reinforcing protruding no more than 1/4 inches. The entire panel must remain perpendicular to the center foil. No bending the side panel and/or moving the braces to kick out the right side panel.

7.3. Front wing: Maximum 6 square feet (2' long x 3' wide). One-inch maximum rear turn-up.

7.4. Cockpit adjustable (front to rear movement) Hydraulic sliding cylinders are allowed for top wing only.

7.5. Two stationary foils or rudders will be allowed to run the entire length of the underneath portion of the top wing. Maximum height proportions are 1 inch at the front and 3 inches at the rear. Nowhere shall the rudder exceed 3 inches in height.

7.6. No other air foils, rudders or wicker bills can be used to control airflow.

7.7. Nothing can extend beyond front bumper

7.8 Teams may NOT switch top wings after qualifying. The only exception being for damage and with SOS approval.

8. Car Numbers

8.1. Numbers on side panels (right and left) of top wing must be a minimum 18-inches tall. 8.2. For scoring and points championship scoring, the car number will be assigned to the driver.

8.3. Competition numbers previously registered with the club will take precedent. The car number will be given to the holder of the number the previous year providing that person has taken part in at least one event during the season and has purchased a full SOS membership.

9. Radios and Communication

9.1. No two-way radios allowed.

9.2. **One-way on-board radios are mandatory.** The SOS one-way on-board radio channel frequency will be 454.000 unless otherwise specified. Drivers are allowed to use the receiving device of their choice. The receiver must be mounted behind the driver out of his reach while strapped into the car. The radio and radio maintenance are the sole responsibility of the driver.

9.3. Drivers will receive information from the race director over the radio while under caution. An attempt to communicate will be made by for 2 laps. If the driver does not get the message or communication is unsuccessful and the driver does not comply with the race director's instructions he will be sent to the rear of the field for the re-start. Failure to go to the rear will result in the car no longer being scored.

9.4. The SOS will endeavor to have a supply of receivers on hand for rental to competitors who do not own or possess one.

9.5. Any driver found sending radio transmissions or receiving radio transmissions from someone other than an official of the event, will be automatically disqualified. Officials' radio communications overheard by others will never be used as the basis of a protest, nor will they be used in support of a protest.

9.6. Two-way club frequency radios may be used on a club channel for official use only.

9.7. No rear viewing mirrors, on board computers or mobile phones allowed.

10. Safety Equipment

- 10.1. Clothing: Fire retardant-driving suit, underwear, shoes, gloves and hood are mandatory.
- 10.2. Helmets: Approved racing, full-face helmets are mandatory. Effective July 2026 Minimum Snell S.A. 2020 sticker is mandatory.
- 10.3. Seat Belts: Five-point competition seat belts, consisting of lap belts, shoulder harness and antisub strap and shall be no more than three years old, are mandatory. - We will follow MFG expiration dates. - If nothing is specified belt manufacturer re expiration - The belt life limit is 3 years from manufacture,
- 10.4. Arm restraints are strongly recommended and should be adequately adjusted to keep the drivers hands below the top of the roll cage.
- 10.5. Quick release steering wheels are mandatory.
- 10.6. Head rest, right side cage net or a seat set up so that it does not allow the driver's helmet to pass through any area of the right side cockpit opening, is mandatory.
- 10.7. Each pit will have a five pound fire extinguisher and pail of water.
- 10.8. On board fire systems are highly recommended.
- 10.9. Roll cage padding is strongly recommended and should be installed anywhere the helmet can hit the roll cage.
- 10.10. A horizontal cross brace is required behind the driver's seat within 1" of the shoulder harness opening in the seat.
- 10.11. Drag link tether strap is mandatory.
- 10.12. A protective rock screen must be fastened to the roll cage between the top of the hood and bottom of the roll cage in front of the driver.
- 10.13. Use of torsion bar stop retention devices are strongly recommended.

PROGRAM AND RACE PROCEDURES

1. YELLOW FLAG: a) All cars causing a yellow flag or stopping, will be placed at the rear of the field- this includes needing 2 push offs prior to the green flag. b) When a yellow or red flag is thrown, line-up will resort back to the last completed lap. c) If a caution and checkered flag are thrown together all drivers who cross the finish line except the winner shall be scored back to the last completed lap. The car(s) which caused the caution will be scored behind the last running car on the same lap. d) There will be no racing back to the line under yellow.

If the yellow or red flag comes out before the last lap is completed. The green and white will wave together- i.e. NO Green, white, checkered.

The SOS MAY attempt to use Split scoring to determine restart line-ups.

2. RED FLAG:

a) When a red flag is displayed all cars must stop as quickly and safely as possible at the top of the racing surface, unless otherwise directed. This is to facilitate the rapid ingress and egress of safety equipment and vehicles. For the safety and well being of their fellow competitors, drivers are expected to make every attempt to NOT pass the accident scene. If the race director feels that this was disregarded by the competitor, they will be disqualified. b) A driver will be allowed to work on his car on the racing surface under a red flag condition, providing no tools are used and the restart is not delayed. The driver will maintain their position on the restart. The spirit and intent of this rule is for safety reasons and will be monitored closely. Refueling may be allowed at the discretion of the race director. No other work may be done to a car while on the racing surface. Failure to comply with this rule is cause for immediate disqualification.

c) During a red flag a vehicle may be moved to the pit area for repairs.-To facilitate the removal of the car from the track, crew members may be allowed onto the speedway, HOWEVER, the crew must receive approval of the pit steward or designate before moving onto the racing surface. As soon as the crew moves onto the racing surface the car will be moved to the back of the pack for the restart, even if the car is not moved off the speedway and no work has been performed. When the car returns to the speedway, it will be placed at the back of the pack. d) If more than 1 car pits and returns to the race following a red, they will line up at the back of the pack in the order that they return to the track. If a car is unable to return to the race prior to the one lap signal indicating the restart, they will not be allowed to return until the track is again under caution. e) Cars that the red flag was thrown for will be placed at the back of the field, same as the rule regarding yellow flag. It shall be the decision of the Race Director as to the interpretation of the incident. 3. BLACK FLAG: Disqualification from the race if you: a) Work on the car with tools on track. b) Intentionally delay a race. c) Have caused a yellow flag by stopping motion or spinning unassisted; twice in a heat or in the feature. The Exceptions are: when stopped by an official on track or under a red flag that you did not cause. d) Will not let a car into its proper lineup position. e) If the black flag is waved for you, you must return to the pit immediately for a violation or mechanical failure. You will stop being scored at that point. Failure to leave the track will result in disqualification from all remaining races for the evening and all points and monies for that evening will be forfeited.

4. BLUE FLAG: a) The starter will NOT give the competitors a move over flag or point to any cars about to be lapped.

5. Rough Driving: Any un-sportsmanship-like conduct is subject to penalties determined by the Race Director and/or the driver's committee. This includes: a) Conduct on or off the track. b) Conduct of anyone connected with the car.

6. Noise Limits: (where required) Decibel level and enforcement at the discretion of each track.

7. Track preparations: If asked, all cars are required to help work in the track. Penalties for failure to do so will be determined by the Race Director.

8. Warm ups: a) Four timed hot laps. b) You must warm up based on the heat you are in. If there are a different number of heats than warm up sessions, check at the SOS tent for your order.

9. Line up procedures for each race: a) Starting – check pit board for line-up. Upon entering race surface, find and follow the car ahead of you in the line-up. b) When Flagman motions to double up, fill in next open spot in front of you. c) Any driver that does not pull into their position OR passes the group and pole car will start scratch. d) No passing until cone in turn four on green flag. e) If on initial start, the race is not successfully started after two(2) attempts at a normal double file start (i.e. less than 1 lap completed prior to a yellow), the race will be restarted using a single file start. f) A driver will be assessed a two position penalty at pay-off or 1 lap penalty, whichever is less severe, if as pole or outside car, you pick up speed before the pre-designated starting box (the orange cones in turn four)

10. Restarts: a) When lining up after a caution, you will have two (2) laps after radio communication is given or the chalkboard has been shown to get into your spot. If the driver is still out of position he will be sent to the rear of the field for the re-start. Failure to go to the rear will result in the car no longer being scored. b) All cars must be nose to tail at the orange cone, placed on the front stretch. Leader sets the pace, all cars must pass the cone in single file formation. c) Two positions or one (1) lap penalty, whichever is less severe, for hitting or driving under the cone. b) For each car jumped on the start or re-start a driver will be assessed a two position penalty at payoff or 1 lap penalty, whichever is less severe. Jumping constitutes having any portion of your car even with any portion of the car in front of you before the pole car reaches the pre-designated starting point. The jumped car regaining his position does not erase the jump.

11. Lapped cars will move out of the running order and line up at the tail of the lead lap cars under the direction of the race director after the field is in line. - revised Aug 31/23.

12. One person per car allowed on the track at fuel stop only. Fuel and tear-offs only. No work to be done by the designated person anytime on track surface on a red flag.

13. Drivers stopping to argue during a race will always restart at the rear. Protest after completion of the race.

14. Infield stop: Vehicles may return to track during a yellow or red flag only. If less than 2 laps down.

15. A driver cannot switch to another car after an initial green flag has been given in any race, heat or feature.

16. Repair – if a car is damaged and is towed off or pushed off from the racing surface, "Designated work area time is 1 minute for the feature event only, for cars that have a flat tire only. The work area is always open; however, time will not be given, if a car is one or more laps down, and past halfway of any events. If a flat tire occurs after push off before initial green in the A-Main, 1 minute will be given in the work area. Work area guaranteed time is limited to one occasion during any event. Any additional work area trips will not have guaranteed time. No changing of any tire or wheel unless flat or damaged and approved by an Official. No adding fuel in the work area unless it's an open red. Any cars going to the work area and re-entering the race together will be positioned in the order of their last scored lap at the rear of the field behind cars that are on the same lap. This time allowance is for the Feature Race Only no

allowance will be made in Qualifying, the heats or B Main. If a car is more than 2 laps down it will not be allowed to re-enter a race.

17. Transponders a) Timing and scoring will be electronic via transponders (MRP/A.M.B. System) with human backup. b) Transponders are required and drivers must have their own unit. The unit code must be left with the pit steward for scoring purposes. c) Transponders must be mounted behind the frame diagonal located behind the front torque tubes and ahead of the front axle as indicated in the drawing below. d) The transponder must be located as close to the bottom frame rail as possible. e) Cars with transponders found in locations other than indicated above during post race inspection will be penalized two (2) positions. f) Lap scoring will occur on the lead car. If the yellow or red flags appear, scoring will freeze and all cars that have crossed the start/finish line at that time will be lined up in that order for the restart. All other cars that have yet to cross the start/finish line will be lined up according to their order on the previously completed lap.

18. Due to unforeseen circumstances i.e. weather or event scheduling, Race procedures may be altered by the Race Director. QUALIFYING AND STARTING POSITIONS The system outlined below is the

SOS Race Qualifying Format

SOS qualifying system for regular points races.

1. Qualifying

1.1. Qualifying for Feature Race starting positions will be determined by heat race finishing position

1.2. Except in rare instances, the number of heat races will be:

17 or fewer cars in attendance – 2 heat races, all cars transfer to the “A” Main.

18- 31 cars in attendance – 3 heat races, top 8 transfer to the “A” Main, If more than 24 cars, remaining cars to run “B” Main - ‘B’ Main cars to start feature 21-24 based on 1-4 B main finishing positions.

32+ cars in attendance – 4 heat races, top 20 in overall points earned through timed hot laps and heats will transfer to the “A” Main, remaining cars to run “B” Main. - ‘B’ Main cars to start feature 21-24 based on 1-4 B main finishing positions.

2. Heat Race Starting Positions:

2.1. All Drivers are to report to the SOS pit tent immediately upon arrival at the speedway, to draw their

own pill for determining which qualifying heat they are in. The top 6 finishers from the previous SOS race who are in attendance do not have to draw. They will be equally seeded in their qualifying groups.

2.2 Heats are straight up by qualifying time, except for the fastest qualifier in each heat, which will invert to the 4th starting position.

2.4. In case of a failure of the track's timing system, a draw system will be used with the starting positions determined by race results.

Feature Starting Position:

2.5 The heat winner and the fastest qualifier transfer from each heat and will participate in a random draw with the other heater winners/fast qualifiers for feature starting position. **Note the fastest qualifier must qualify through their heat to be redraw eligible.** When using a 2 & 3-heat format, the quickest heat qualifier must finish in the top six and on the lead lap of their qualifying heat to remain eligible for the feature redraw.

All remaining positions will line up by heat race finishing position.

2.6 If the quickest heat qualifier (4th starter) also wins the heat, then that will be the only car from that heat to go into the feature re-draw. **If the quickest heat qualifier (4th starter) does not qualify through their heat, the heat winner and next fastest qualifier that qualified through their heat race are eligible for redraw.**

2.7 Feature Redraw, draw order for top 6 feature positions or less will be based on time trial results - fastest first on down.

2.8 In the event that a "B" Main is required, the front will (first 2 positions) will consist of the 2 fastest drivers in time trials that have not made the feature. The remaining starting positions will be straight up based on heat race results.

2.9. In case of a failure of the track's timing system, a draw system will be used with the starting positions determined by using the ASCS regional passing points system.

3. Rookies: (Rookie of the Year Award)

3.1 Rookies must attach a yellow strip to the rear of the roll cage at any time they are on the racing surface. The Race Director will determine when the strip will be removed.

3.2 Drivers who have competed in more than four (4) 360ci or 410ci sprint car race events will not have rookie status and may not compete for the Rookie of the Year Award. For purposes of clarification, a "race event" is a full scheduled nights' racing (practice days are not an event). They may still be required to run "Rookie strips" per the Race Director.

3.3 Drivers with previous sprint car experience at a lower level (305, Crate Engines) can elect to withdraw from eligibility for the Rookie of the Year Award and will retain their drawn starting positions for heat races and their qualified starting positions for feature races. If a driver elects to retain their starting positions they WILL NOT be eligible for the Rookie of the Year Award.

3.4 Drivers WITHOUT previous sprint car experience OR drivers with lower level experience who elect to run for the Rookie of the Year Award will start tail in all races until they have competed in at least six (6) sprint car events. If after they have competed in three (3) events and have demonstrated that they can safely start in their drawn/earned position the driver can request a review from the drivers committee. If the committee agrees the driver in question will be allowed to start in their drawn/earned position. *The SOS reserves the right to move any car from their drawn/earned position and place them at the rear of the field if they feel the driver or car presents a danger to the other competitors if they were to start in their drawn/earned position.

Race Night payout:

Other than at Ohsweken Speedway, the payout will be handled by the SOS, on behalf of the track and our sponsors. Minimum tow money: \$150.00 in Canadian funds for any car that takes the green flag in any hot laps, heat race or B-main. Tow money will be paid to any car unable to compete in the evening's event as long as a valid and reasonable attempt to compete has been made.. All monies are in Canadian funds, unless the race has been at a US facility. We will attempt to pay American drivers in their own currency, when possible.

Points Championship:**POINTS SCHEDULE**

1. 50 points will be awarded to any driver who makes a reasonable attempt to race and/or feature or finishes lower than 5th in the B Main.

These points cannot be split among drivers.

1 st 100	13th 62
2nd 90	14th 61
3rd 85	15th 60
4th 80	16th 59.
5th 75	17th 58
6th 73	18th 57
7th 71	19th 56
8th 69	20th 55
9th 67	21st 54
10th 65	22nd 53
11th 64	23rd 52
12th 63	24th 51

Points Fund Eligibility:

- 1: Points are earned by the driver who starts the race.
- 2: Points are earned by the driver as opposed to the car owner or car number
- 3 A driver must compete in 80% of the season's races to be points fund eligible.
- 4: The Northern Nationals will pay 50 show up points only

Final Note:

For the sake of continuity throughout 360 sprint car racing, for any rules clarification or uncertainty regarding rules we will attempt to use the Knoxville Rulebook as our guideline.

-End