



COMPETITION GUIDE

ASA STARS NATIONAL TOUR ▪ CAPITAL 200
MADISON INTERNATIONAL SPEEDWAY

JUNE 23, 2026





EVENT INFORMATION

CAPITAL 200

MADISON INTERNATIONAL SPEEDWAY

Competition Guide Contents:

Page 2 – Event Information	Page 5 – Tech Inspection	Page 8 – Race Format
Page 3 – Schedule of Events	Page 6 – Tires & Fuel	Page 9 – Pit Road Map
Page 4 – Garage Map	Page 7 – Practice & Qualifying	Page 10 – Race Procedures

Race Name: Capital 200

Sanctioning Body: Appalachian Sucker Punch ASA STARS National Tour

Race: ASA STARS National Tour Points Race 5

TV Streaming: TrackTV

Local Radio: 89.3 FM

Timing & Scoring: Race Monitor Mobile App

Madison International Speedway

1122 Sunrise Road
 Oregon, Wisconsin 53575

Phone: 608-835-9700

Shipping to Madison International Speedway

122 Sunrise Road
 Oregon, Wisconsin 53575

Web: misracing.com

Event Promoter: Track Enterprises

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Badger State 325 Prize Money Schedule: 1) \$15,000 2) \$5,000 3) \$3,000 4) \$2,200 5) \$2,100 6) \$2,000 7) \$2,000 8) \$1,900 9) \$1,900 10) \$1,800 11) \$1,800 12) \$1,700 13) \$1,700 14) \$1,700 15) \$1,600 16) \$1,600 17-28) \$1,500

Contingency Product Awards: Five Star Bodies, Hard Luck Award, \$250 Product Certificate; Performance Friction Brakes, First Place, \$250 Product Certificates; Simpson Race Products, Second Place, \$150 Product Certificate; Bassett Racing Wheels, Third Place, \$100 Product Certificate; Swift Springs, Fourth Place, One Complementary Spring; Fire Suppression Solutions, Fifth Place, \$100 Product Certificate; Holly, Sixth Place, \$150 Product Certificate; Lajoie Seats, Seventh Place, \$300 Product Certificate; Turn One Steering, Eighth Place, \$150 Product Certificate; MSD Ignition, Ninth Place, \$150 Product Certificate; Longacre Products, Tenth Place, \$150 Product Certificate.

Special Event Awards: Hamke Racecars, Pole Award, \$1,000 Cash Bonus; Port City Race Cars, Hard Charger Award, \$500 Cash Bonus; Simpson Race Products, Winner Wearing a Simpson Suit, \$250 Cash Bonus (paid by Simpson); Simpson Race Products, Winner Wearing a Stilo Helmet, \$250 Cash Bonus (paid by Simpson).



SCHEDULE OF EVENTS
 CAPITAL 200
 MADISON INTERNATIONAL SPEEDWAY

Monday, June 22, 2026 – ENGINES CANNOT BE STARTED ON MONDAY

- 10:00 AM ASA Hauler Parking (no Unloading)
- 10:30 AM ASA Credential Office Opens | ASA Platinum Team Credentialing (at Credential Office)
- 11:00 AM Garage Area Opens
- 11:30 AM ASA Crew Chief Meeting (at Series Trailer)
- TO FOLLOW* ASA Tire Mounting Begins
- 12:00-4:00 PM ASA Technical Inspection Open
- 5:00 PM Garage Area Closes

Tuesday, June 23, 2026 – NO ENGINES STARTED UNTIL 12:00 PM

- 10:00 AM Garage Area Opens
- 10:30 AM ASA Technical Inspection Opens
- 11:45 AM ASA Driver Meeting (at Series Trailer)
- 12:30-1:30 PM ASA STARS National Tour Practice 1 (60 Minutes) | Grandstands Open**
- 2:00-3:00 PM ASA STARS National Tour Final Practice (60 Minutes)**
- 3:30 PM ASA Qualifying Tires Released
- 3:45 PM ASA Qualifying Inspection Begins
- 5:00 PM ASA Approved Qualifying Adjustments
- 5:15 PM ASA STARS National Tour Pole Qualifying**
- TO FOLLOW* ASA Cars Move to Grid | Pit Road Selection
- 6:15-6:55 PM Driver Autograph Session (On-Track) | ASA Teams Move Equipment to Pit Road
- 7:00 PM Pre-Race Ceremony
 - Driver Photo
 - Introduction of Dignitaries & Honorary Guests
 - Driver Introductions
 - Canadian National Anthem
 - Presentation of Color
 - Invocation
 - National Anthem of the United States of America
 - Command to Start Engines
- 7:35 PM ASA STARS National Tour Capital 200 Presented by Appalachian Sucker Punch**



GARAGE MAP

CAPITAL 200

MADISON INTERNATIONAL SPEEDWAY

Haulers enter the venue from Sunrise Road. Hauler arriving early may stage in the parking lot. Do NOT block the pit gate or any roadways. Park in the north parking lot, staged facing the pit gate.

Haulers will be moved into the garage, at 10:00 AM on Monday. No unloading until given permission to do so by Series Officials at approximately 11:00 AM.

The Credential Office is located at the pit gate and opens at 10:30 AM.

Passenger vehicles are NOT allowed in the garage area. Please plan accordingly.

Minors are allowed in the pits with proper minor paperwork completed. Contact Track Enterprises for more information.





TECHNICAL INSPECTION
 CAPTIAL 200
 MADISON INTERNATIONAL SPEEDWAY

Technical Inspection

Order of inspection is determined by order of entries with ASA Platinum Program teams placed ahead of standard entries.

All cars are required to go through the inspection line, on Monday. **Teams may present their car for inspection at any time between 12:00-4:00.** Technical Inspection stations include but are not limited to safety, templates, referee, scales, under car, and under hood.

Cars/Drivers that did not participate in the event at Slinger should have driver safety gear readily available. Cars failing safety inspection may not take to the track until all infractions are rectified.

Weight will be checked with driver sitting in driver seat, steering wheel in place with hands on steering wheel, and helmet on head or in lap.

Cars shall have 30 lbs. of air in the right side and 20 lbs. in the left side tires while in the inspection area.

A maximum of four crew members may be with the car in the inspection area.

Qualifying Inspection

Car must be on the ground, ready for inspection, within 45 minutes of the conclusion of Final Practice [3:45 PM]. If additional time is needed for mechanical reasons, teams must get permission from the Chief Technical Inspector prior to the time in which cars are required to be on the ground. Cars failing to present for inspection (this includes car being late to inspection, driver being late for inspection, cars not on the ground) at the appropriate time may be placed under penalty and forfeit the fastest of their two qualifying lap times.

Please have ignition box cleaned prior to inspection.

Please have sway bar set before inspection.

Cars failing qualifying inspection will have one attempt to resolve the infraction(s). If multiple attempts are needed to rectify the infraction, car may be placed under penalty and forfeit the fastest of their two qualifying lap times.

Once the car enters the inspection area (and impound area), crews may not lift, tug, or adjust the car in any manner. Crew members, including the driver, are NOT permitted to be with the race car once the car is parked in the impound area without an official present. Please park the car, fasten the window net, crew may lower air pressure, and then leave the area. Crew may return to the car at the schedule approved adjustment time. Tampering with the car in the impound area may result in penalties forfeiting the fastest of the two qualifying lap times.

Approved Qualifying Adjustments

Generators may be permitted in the staging lane once all cars have passed inspection and/or permission is given by series officials. Cooldown units are not allowed. Use of such units are subject to severe penalty.

At the designated time [5:00 PM] crews may make approved qualifying adjustments. Those adjustments are tape on the grill screen and brake ducts, air pressure, check lug nuts, and driver comfort. A maximum of four crew members are allowed at the car.

Monday Inspection Schedule

TIME	TEAM
12:00 until 4:00	14 Chase Pinsonneault
	81 Carson Brown
	22 Kyle Steckly
	24 Jade Avedisian
	9 Derek Kraus
	5 Tristan McKee
	96 Derek Thorn
	36 Ty Fredrickson
	22 Kasey Kleyn
	30 Casey Roderick
	18 Max Reaves
	7 Paul Shafer
	44 Justin Mondeik
	14 Austin Nason
	91 Ty Majeski
	7 Isaac Kitzmiller
	51 Stephen Nasse
23 Levon VanDerGeest	
4 Luke Fenhaus	
15 Gabe Sommers	



TIRES & FUEL
CAPITAL 200
MADISON INTERNATIONAL SPEEDWAY

Tires

This is a 10-tire maximum race. The approved tires for competition are Hoosier Racing Tires F-45*.

Qualifying and Race Tires are impounded. Approved tools in the impound area include tire gauge, tire tape, and air hose. Car number decal must be on wheels.

Teams may not scuff race tires in Practice.

Qualifying tires will be impounded until the designated release time [3:30 PM] on Tuesday afternoon for Qualifying. Tires must be scanned/stamped prior to leaving the impound area.

If a Last Chance Qualifier race is run, transfer cars will have an option to purchase a new set of tires for the main event. Cars must qualify on sticker tires, from impound, purchased at the event, and start the race on the same tires used for qualifying.

Race tires can only be changed during a controlled pit cycle or green flag conditions unless a flat tire is approved by an official.

Fuel

For this event, there is NOT any fuel available on site. Slinger Speedway has plenty of Sunoco 110 available if needed for the Madison event.

General Procedures

For this event, engines may NOT be started on Monday and may not be started until 12:00 PM on Tuesday in compliance with city noise ordinances.

It is a requirement that the Crew Chiefs attend the scheduled Crew Chief Meeting.

The draw conducted at the series trailer is the same draw used for tire stacks, ignition boxes, and qualifying order.

All cars are required to use ASA provided ignition boxes. Monetary fine applied to the Car Owner for unreturned, damaged, and/or altered boxes.

Lead weight must be painted white with car number marked.

Any safety infractions found during inspection must be rectified prior to Practice 1.

Cars must display series windshield and required contingency decals and a transponder is required to be on the car at all times the car is on track.

No scuffing tires in the garage area, on pit road, or around track safety workers/officials.

Cell phones are not allowed in the race car at any time. Violations may result in penalties up to disqualification.

Courtesy Laps: Any team (car) that has been on track and needs to go to a backup car must notify Chief Technical Inspector and upon approval could be given the following options; 1) Will be given safety laps, but must start at the rear of the field, 2) Qualify following normal procedures with no safety laps.



PRACTICE & QUALIFYING
CAPITAL 200
MADISON INTERNATIONAL SPEEDWAY

Practice Procedures

Car numbers in all locations described in the rulebook, series administered transponder, windshield valance, and contingency decals are required to be installed for Practice.

A spotter is required to be in the spotterstand and monitor race control via scanner during Practice (467.7875). The spotterstand is located in the turn 4 grandstands.

For this event, teams will work from their haulers in the garage area. Cars will enter and exit the race track from turn 2. All adjustments and/or servicing of the race car must be performed within the team's designated garage/hauler stall.

Pit Road/Garage Speed is 15 MPH. No scuffing tires on pit road/in the garage.

Practice will remain green for the session. Cars will blend in, at the command of the pit out official (or light) with a maximum of approx. 12 cars on track at a time. If a yellow flag is displayed, all cars are to return to pit lane immediately. Cars that were on track at the time of the caution have priority to return first when practice resumes.

Failure to comply with practice/pit procedures including but not limited to; blend line (if applicable), speeding on pit road, running the stop sign/light, scuffing tires, etc., may result in penalties including loss of practice time.

Qualifying

Qualifying will be conducted one car at a time. Each car will receive one warm up lap and two laps on the clock. Cars may only make one qualifying attempt. An attempt is officially made when the car passes the finish line to begin the first lap on the clock.

The order of qualifying is determined by draw. Cars must qualify in the proper order. If a car misses their position, the team will be placed on a 5-minute clock to present the car for qualifying. Once the 5-minutes expires, that car may not qualify.

For this event, cars will be staged at pit out and sent directly onto the race track from turn 4. After the checkered flag, cars return to pit lane for impound from turn 2. Please do not take a cooldown lap. Crews may not touch the car until given permission to do so by series officials.

In the event of inclement weather or time delays, series at its discretion may change the format of qualifying to a group qualifying format. If qualifying is canceled, the field will be set by ASA STARS National Tour 2026 Owner Standings. Car Owners that have not earned any points in 2026 will be lined up by order of entry behind those with points.

Post-Qualifying Impound

Cars will be impounded after qualifying. The only adjustments allowed in impound are air pressure, stagger (may be checked with a stagger stick only), check and tighten lug nuts, tape on the nose and brake ducts, and driver comfort. A maximum of four crew members are allowed at the car. Once adjustments are complete, crews must leave car and may not return until given permission to do so by series official.

Teams may not pull cars out of impound or work on race car in impound. Working on, or attempting to work on, an impounded race car constitutes an unapproved adjustment and is subject to penalties. If permitted by the Chief Technical Inspector/Series Director, teams may rectify only the declared mechanical failure(s) and will forfeit their starting position. Any attempts to make additional adjustments to the race car outside of the declared mechanical issue may result in lap penalties.



RACE FORMAT
 CAPITAL 200

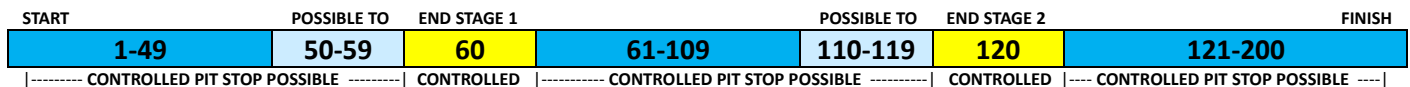
MADISON INTERNATIONAL SPEEDWAY

Starting Lineup

The starting field is set by qualifying results. Starting positions 1-22 are locked in from Qualifying. Feature starting positions 23 through 26 are determined by the finishing results of the Last Chance Race. Starting positions 27 and 28 will be awarded to the cars highest in ASA STARS National Tour 2026 Owner Championship point standings. Additional starters may be added.

Feature Race

The race is a 200-lap, caution counting, race, except for the final 10 laps of the race. Cars cannot lose a lap during a caution period. The race will be conducted in three stages with the completion of Stage 1 at lap 60 and the completion of Stage 2 at lap 120. The stage may be completed if a caution flag occurs within the final ten laps of the scheduled stage distance (lap 50-59, 110-119). There are no scheduled competition cautions in this race. The race is complete after three overtime finishing procedure attempts.



Pit Cycle

Controlled pit stops will occur every time the caution flag is displayed unless Race Control, at their discretion, calls a 'Quickie Yellow' or no cars come to pit road the first lap pits are opened.

The controlled pit stop cycle is two laps.

When pitting during a controlled pit stop cycle, cars that pitted will return to the track in the same order as they entered the pits, relative to the cars that pitted, and will line up behind the cars that stayed out. Cars returning after the controlled pit cycle is complete (2 laps) will be penalized. To remain in the cycle, cars must beat the pace car off pit road, the fifth time by. Cars pitting too soon or out of cycle (second time by, or later, after the pits are opened) will also be placed under penalty and restart at the tail of the field, behind all cars that stayed out or pitted correctly.

Pitting Procedure

Cars shall remain single file behind the pace car during the caution. Do not pull up to pit. When pit road is open, remain in line until your car reaches the designated pit entry point.

The pit road speed limit is 35 mph.

Cars must pit within their designated pit box.

Only traditional tools and procedures may be used during a pit stop. All pit equipment and crew must remain behind the pit wall until your car is in the box. A maximum of 5 crew members allowed to service the car. No shorts or open toe shoes for over the wall crew members.

Teams may take tires and fuel at the same time. All four tires may be changed. Race tires may be changed during a controlled pit stop or under green flag conditions. Tire changes during a quickie yellow must be approved by a pit road official.

Teams may work on cars on pit road during red flag conditions.

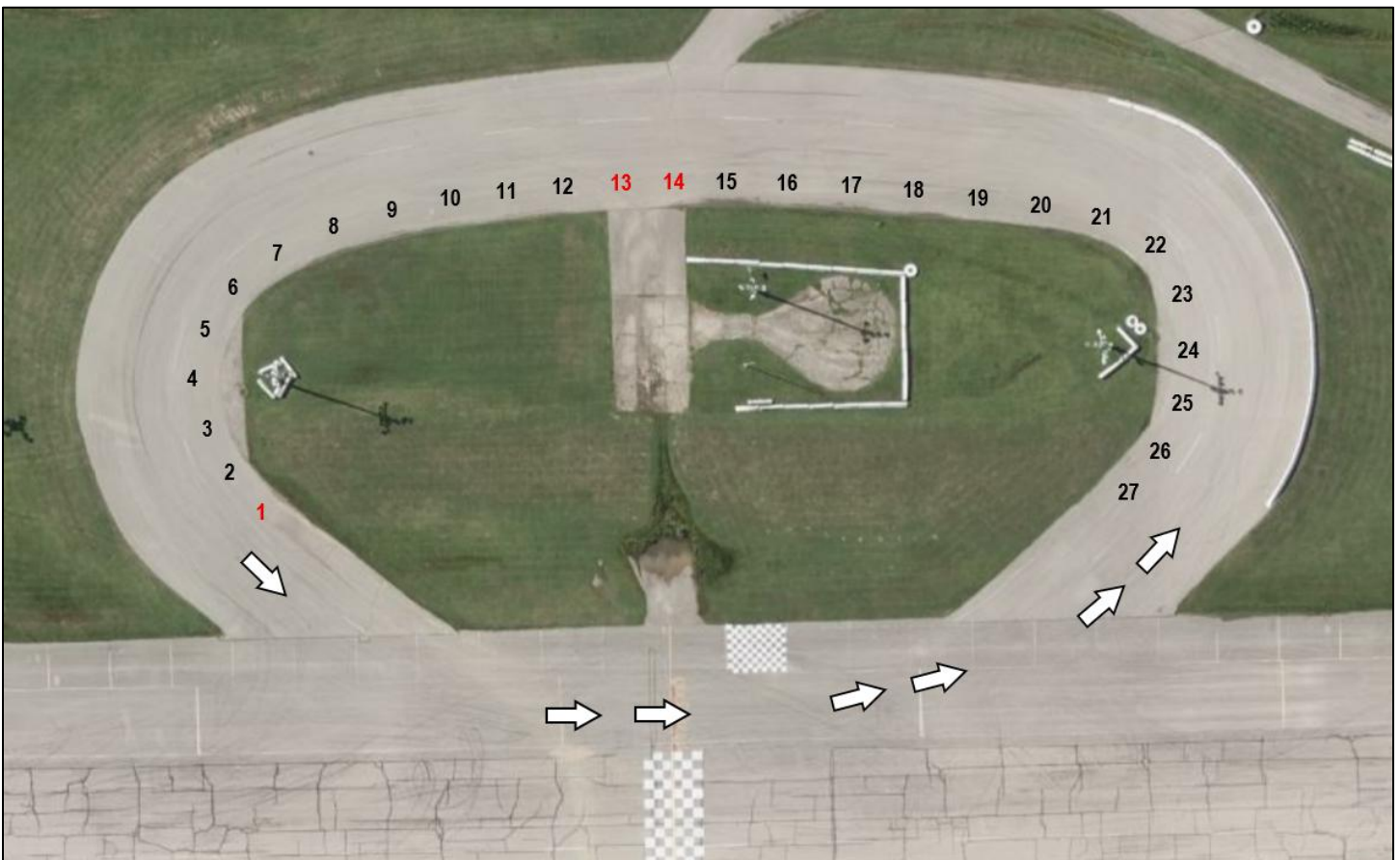
Pit Road infractions including but not limited to speeding, late off pit road, running the stop board, pitting out of the box, too many men over the wall, equipment leaving the box, advancing positions on pit entry, etc. will result in a penalty of restarting at the tail of the field, behind all cars that stayed out or pitted without penalty.



PIT ROAD MAP
CAPITAL 200
MADISON INTERNATIONAL SPEEDWAY

Pit Road Selection

Pit stall selection will take place at the ASA trailer after Qualifying. Crew Chiefs (1 per team) will select pit stalls one at a time in the order of Qualifying results. Multi-car teams who would like to pit together may select both boxes at the same time. Those teams electing to do that will select their boxes when the slowest of their two cars is called.





RACE PROCEDURES

Initial Start: Flagman starts the race. No jumping a start or changing lanes before the finish line. If a green flag lap is not completed on the initial start, there will be a complete restart with all cars back in their original starting position except for any cars that are penalized, receive assistance, or cars that pit.

Stages: The race will consist of three stages. The red/white/blue ASA STARS flag will be displayed at lap 60 and 120 signifying the completion of the stage and should be treated accordingly. Caution lights will illuminate when the lap is completed.

Yellow Flag: There will be no racing back to the caution. When the yellow flag is displayed, all cars must slow to a caution pace and bunch up as quickly as safety allows, so safety crews can work on track. All cars must get single file and stay single file. Lineup disputes will be settled by race control. Failure to comply can result in penalties including being placed at the rear of the field and up to disqualification. No tire scuffing around workers on track.

Cars Involved in the Caution: Only car(s) directly involved in bringing out the caution will go to the tail of the field. Any cars that spin or stop to avoid and were not directly involved with the initial cause of the caution, will get their spots back if they do not receive assistance or go to pit road. Rough driving will not be tolerated. If contact with a car causes a yellow flag and the contact is not a "racing incident," that car will also be sent to the tail. Rough driving can result in penalties including being sent to the tail of the field, pass-through penalty, lap penalties, and/or possible disqualification from the event. Cars deemed intentionally stopping or creating their own caution will receive a two-lap penalty.

Restart: Restarts will always take place in the box coming off turn four. The restarts will be double file and will use the choose rule described below for restart lineup. The leader of the race is the control car and must maintain pace speed. The front row shall be side-by-side. Once the pace car leaves the field, the leader maintains pace speed until the box. No slowing, weaving, brake checking, increase or decrease in speed once the pace car leaves the field. The leader accelerates first, at their descension, once in the box, before the end of the box. No jumping a start. If a restart violation occurs Race Control reserves the right to call the start back by displaying the yellow flag. The infringing car(s) will be penalized, restarting at the tail of the lead lap. Cars will not re-choose, rather the row will move up. On restarts, cars must stay in their lane and may not pass until the finish line. Changing lanes may result in a pass-through penalty. If a green flag lap is not completed before a yellow comes out all cars should go back to their prior position except for any cars that are penalized, receive assistance, or pit.

Restart Lineup: The field will be realigned according to the last completed lap. The field will be realigned in the following order: lead lap cars, lead lap cars that pitted, lapped cars, lapped cars that pitted, lead lap cars under penalty, lapped cars under penalty, free pass car, and waive around cars. Field will choose at designated point just past the finish line when instructed to by race control. All cars are eligible to choose at the cone. Restarts will be double file. Cars may choose the inside or outside lane as they approach the choose cone. If a car strikes the choose cone or changes lanes after the cone, that car must restart at the tail of the longest line. Cars that miss the choose lap will realign at the tail of the longest line. Any disputes in track position will be resolved by a call from race control. Failure to lineup in proper position may result in a pass-through penalty.

Red Flag: All cars must stop as quickly as safely possible when the red flag is displayed. Cars may go to the pits for crews to work on them, only after they have received approval from race control to do so. Cars pitting under red must restart at the tail of the field.

Black Flag: Cars that receive the black flag must go to pit road immediately. If a car does not go to pit road within three laps, that car's scoring will stop until the situation is rectified. Check with the spotter for guidance from race control.

Wave Around: At the end of any caution period, any cars that are at the tail of the lead lap, behind the pace car but in front of the race leader will be "Waved Around" to pass the pace car and return to the tail of the lead lap cars, thus ensuring that the leader of the race will always start the race at the head of the field. Cars using the "Wave Around" cannot pit during that caution period.

Free Pass: At the time the caution comes out, the first car behind the leader one lap down will be deemed to be the Free Pass (if Free Pass is the cause of the yellow then it would go to the next car in line). Free pass will stay in their position (Free Pass may pit if they elect to and still retain the Free Pass), until directed to pass the pace car after the pit cycle is completed. No free pass will be awarded in the last 10 laps of the event.

Slow Cars: Slow cars will be advised in the drivers meeting which lane to utilize in the presence of lead lap cars during the race. Lapped cars that create problems for lead lap cars may be penalized. Lapped cars should let the leaders go by on the preferred lane and then resume racing. Lapped cars that are repeatedly passed without giving the preferred lane during the race may be penalized. Cars fighting to stay on the lead lap are not forced to yield to the leaders until the leader has passed them. Minimum speed is 120% of the fastest lap from Practice.

Spotters: Spotters are required to be in the designated spotters stand for all on track activities. Only one spotter per team is allowed in the spotter stand, no guest. Spotters must have the ability to listen to race control via a standard electronic scanner or dedicated radio at all times. The frequency for this event is ASA 467.7875. If the spotter leaves or is removed from the spotter's stand, the car will be black flagged.

Post-Race: The top five finishers report directly to the victory lane area. Crews may touch the cars only how and when they are directed to by series officials.