COMPETITION GUIDE

ASA STARS NATIONAL TOUR ▪ ALL AMERICAN 400

NASHVILLE FAIRGROUDS SPEEDWAY

NOVEMBER 8, 2026

ASA STARS National Tour
PO Box 186
Woodville, Wisconsin 54028
starsnationaltour.com
scott@mdmpromotions.net

EVENT INFORMATION

ALL AMERICAN 400
NASHVILLE FAIRGROUNDS SPEEDWAY

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Race Name: All American 400
Sanctioning Body: Appalachian Sucker Punch ASA STARS National Tour & ASA/CRA Super Series
Race: ASA STARS National Tour Points Race 10 of 11 & ASA/CRA Super Series Points Race 5 of 6
Date: Sunday, November 8, 2026 **Rain Date:** To Be Determined

TV Streaming: TrackTV & Racing America
Local Radio: n/a
Timing & Scoring: Race Monitor Mobile App

Nashville Fairgrounds Speedway
625 Coliseum Way
Nashville, TN 37203

Shipping to Nashville Fairgrounds Speedway
401 Wingrove Street
Nashville, TN 37203

Phone: 615-254-1986

Web: nashvillefairgroundsspeedway.racing

Event Promoter: Track Enterprises

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Sierra Zamora	Credentialing	615-254-1986	sierra.trackenterprises@gmail.com	Track	On-site
Jeff Freeman	Hoosier Tire Distributor	336-403-3275		-	On-site

All American 400 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, Nineth 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).

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SCHEDULE OF EVENTS

ALL AMERICAN 400
NASHVILLE FAIRGROUNDS SPEEDWAY

Saturday, November 7, 2026

7:30 AM	ASA Credentialing & Hauler Parking (No Unloading)
7:30 AM	Vores Compact Touring Series & Street Stock Hauler Parking (Back Pit, No Unloading)
8:00 AM	Garage Area Opens (Teams May Unload)
TO FOLLOW	ASA Registration & Draw Opens (at ASA Series Trailer)
8:40 AM	ASA Crew Chief Meeting (at ASA Series Trailer)
TO FOLLOW	ASA Tire Mounting Begins
9:00 AM	ASA Technical Inspection Begins (by Schedule)
10:00 AM	Vores Compact Touring Series & HRA Street Stock Driver Meeting (at Series Trailer in Back Pit)
10:30 AM	Pro Late Model Driver Meeting
11:00-11:25 AM	Vores Compact Touring Series Practice 1 (25 Minutes)
11:30-11:55 AM	HRA Street Stock Practice 1 (25 Minutes)
12:00-12:55 PM	**ASA STARS National Tour Practice 1 (55 Minutes)**
1:00-1:30 PM	Pro Late Model Final Practice (30 Minutes)
1:35-2:30 PM	**ASA STARS National Tour Final Practice (55 Minutes)**
2:15 PM	Pro Late Model Qualifying Tires Released
2:30 PM	Pro Late Model Qualifying Inspection Begins
2:35-2:55 PM	Vores Compact Touring Series Final Practice (20 Minutes)
2:55-3:15 PM	HRA Street Stock Final Practice (20 Minutes)
3:00 PM	ASA Qualifying Tires Released
3:15 PM	ASA Qualifying Inspection Beings
3:20 PM	Vores Compact Touring Series Group Qualifying
3:40 PM	HRA Street Stock Group Qualifying
4:00 PM	Pro Late Model Qualifying
4:45 PM	ASA Approved Qualifying Adjustments
4:55 PM	Invocation & National Anthem
5:00 PM	**ASA STARS National Tour All American 400 Pole Qualifying**
TO FOLLOW	ASA Pit Road Selection (at ASA Series Trailer)
	Vores Compact Touring Series Pest Doctor 40
	HRA Street Stock Feature (40 Laps)
	Pro Late Model Feature (100 Laps)

Sunday, November 8, 2026

8:00 AM	Garage Area Opens	9:30 AM	ASA Driver Meeting (in Winner Circle)
9:45 AM	ASA Qualifying Tires Released	10:00 AM	ASA Pre-Race Technical Inspection Begins
11:00 AM	Grandstand Opens	11:30-12:15	ASA Driver Autograph Session (On-Track)
12:20 PM	Class Photo & Pre-Race Ceremony	12:20 PM	ASA Race Tires Released
12:30 PM	Driver Introductions	12:45 PM	Invocation & National Anthem

1:00 PM **41ST Running of the Appalachian Sucker Punch ASA STARS National Tour All American 400**

Schedule is tentative and subject to change without notice. All times are event local central time zone. Updated on Monday, October 12, 2026, at 3:00 PM.

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GROUDS MAP

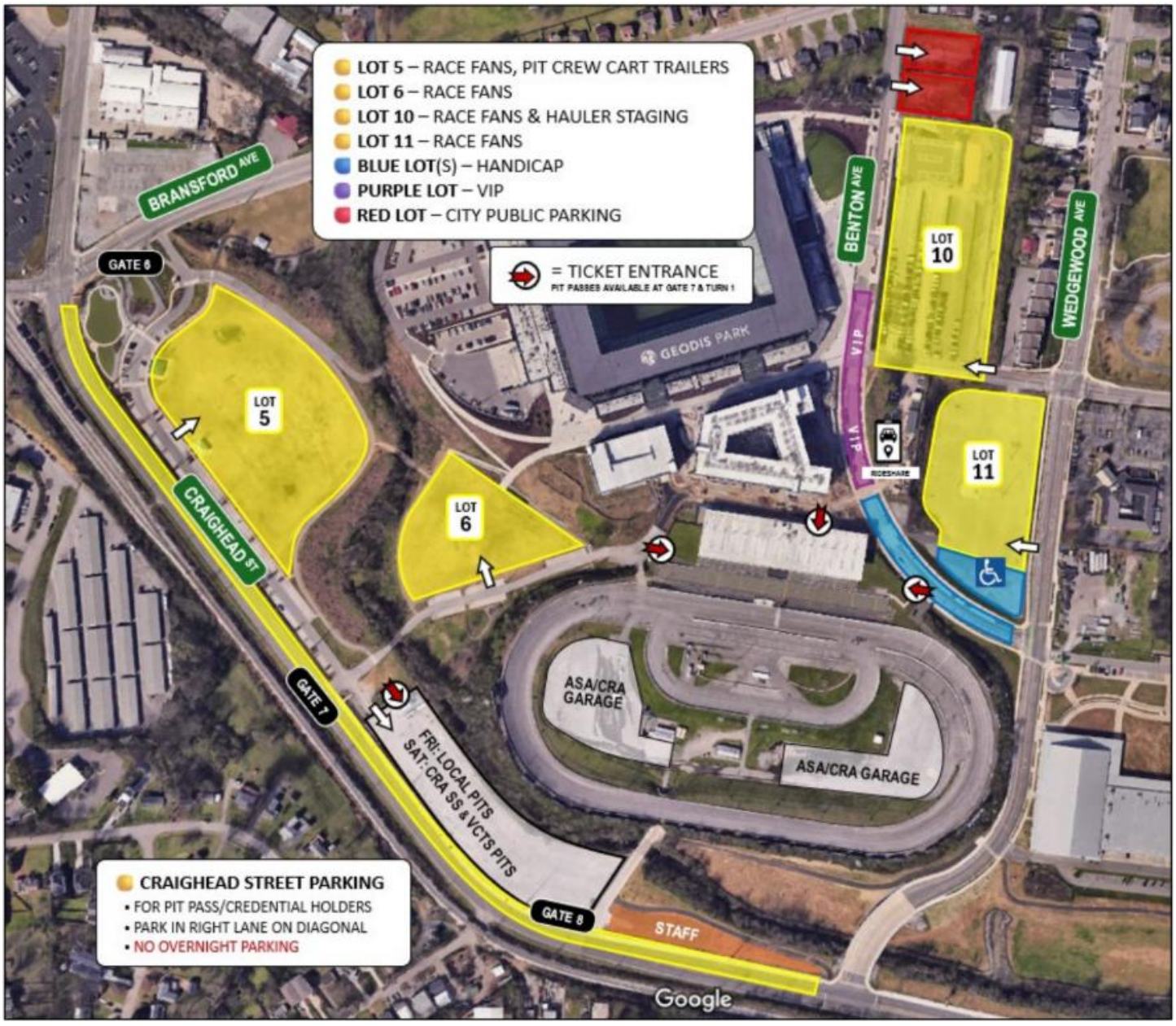
ALL AMERICAN 400
NASHVILLE FAIRGROUNDS SPEEDWAY

Haulers arriving before Thursday should park in Lot 10. To enter the Garage Area, use Craighead Street to enter from Gate 7. Proceed across the narrow bridge all the way to the Turn One Crossover Gate.

Passenger vehicles are not permitted inside the Garage Area / infield of the race track. Passenger vehicles may diagonally park on Craighead Street. All vehicles MUST BE REMOVED from Craighead Street by 11:00pm each night. Passenger vehicles may also park in Lot 5. Golf cart trailers park in Lot 5.

Minors are allowed in the pits with proper minor paperwork completed.

Teams will work from the haulers in the Garage Area on Saturday. Hauler assignments in the infield are determined by the race track. Pit road will be used on Sunday for the race. Pit selection at the ASA trailer after Qualifying.



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TECHNICAL INSPECTION

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Technical Inspection

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

Under Car, Under Hood and Safety inspection will take place in the pit stall as needed at the discretion of series officials. Please place car on jackstands with wheels, hood and decklid removed, and driver safety gear available if requested.

Cars failing safety inspection may not take to the track until all infractions are rectified.

All cars are required to go through the inspection line, on Saturday, at the designated time. Technical Inspection stations include but are not limited to templates, referee, and scales.

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.

General Procedures

It is required 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. Ignition box, transponder, and decals will be distributed when a team representative draws. The draw opens at [8:00 AM].

All cars are required to use ASA provided ignition boxes.

It is mandatory that all cars compete using a muffler. A muffler must be used and installed in a configuration that will suppress exhaust noise to a maximum of 99db's at 100 feet. Any car that is consistently tested above 99db's will receive additional penalties up to disqualification.

Lead weight must be painted white with car number marked.

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.

Saturday Inspection Schedule

TIME	TEAM
9:00	96 Derek Thorn
9:05	14 Chase Pinsonneault
9:10	81 Carson Brown
9:15	5 Tristan McKee
9:20	22 George Phillips
9:25	24 Jade Avedisian
9:30	22 Kyle Steckly
9:35	33 Albert Francis
9:40	3 Kasey Kleyn
9:45	26 Dawson Sutton
9:50	30 Treyten Lapcevich
9:55	9 Derek Kraus
10:00	51 Stephen Nasse
10:05	89 Dylan Fetcho
10:10	91 Dylan Bates
10:15	14 Austin Nason
10:20	54 Matthew Craig
10:25	45 Michael Simko
10:30	20 Jett Noland
10:35	6 Brandon Lopez
10:40	22 Buddy Shepherd
10:45	29 Cole Robie
10:50	15 Gabe Sommers
10:55	44 Cole Butcher
11:00	35 Jake Garcia
11:05	7 Ridge Oien
11:10	9 Wesley Slimp
11:15	5 Penn Sauter
11:20	15 Trey Craig
11:25	71 Johnny Braizer

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.

Fuel

This is a 20-gallon minimum Sunoco Race Fuel 110 required purchase event.

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TECHNICAL NOTICE
ALL AMERICAN 400
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Technical Notices & Bulletins
ASA Technical Notice – Ignition Boxes
ASA General Rules & Procedures, Section 8:
Language for ignition rules has been updated.

8. Appendix
A. Ignition Box Program

1. Battery powered ignition required. Vehicle MUST start under own power.
2. Max.16-volt battery. Must be securely mounted outside the driver's compartment. Car must be able to start with a 12-volt battery. No Mags.
3. The QuickCar part number #50-2053 spec wiring harness is mandatory. QuickCar constructs a universal and chassis builder specific version of this harness that is labeled with part number and serial number. If for a specific chassis builder, the label will also have chassis builder's name. All wires must be the same color code, pin location, length, termination and use the same connectors for both the universal and chassis builder versions, plus be in clear protective sleeves and sealed as provided. Changing connectors is not permitted other than the connection to the Switch Panel, Battery Switch (+12V), and Ground (-12V) leads. These leads must remain labeled as constructed by QuickCar. No uncapped or unplugged wiring connections will be permitted.
   a. Coil connection: If the Ignition box coil wires are wired directly to the Coil, then the black wire in position "C" and orange wire in position "D" can be removed from the connector. If wires are removed as specified from the 6-pin Weatherpack connector those cavities may NOT have ANY other wire installed.
   b. Distributor connection: If the Distributor connection is different than supplied by distributor manufacturer, either replace connector on distributor to Deutsch# DT04-3P or use the QuickCar adapter 50-208, 50-2018, 50-2015, or 50-2016. No other changes to the harness are allowed. No unplugged wiring connections. All wires to the distributor must be run separately and not part of a bigger loom or wiring harness, Heat insulation will be allowed on the distributor lead but must be able to be easily removed for inspection.
   c. Tachometer connection: Wires labeled "Tachometer" must be used to supply power, ground, and signal to the tachometer. If a tachometer is not used, these leads cannot be used for any other device and must be capped off with a weatherpack plug.
4. Approved ignition box and coil MUST be used only as produced by the original plate/tray manufacturer, and all approved plate/tray configurations MUST be mounted and wired exactly the same as the approved SRI Performance and QuickCar plate/tray. If supplied by a series, the approved ignition box and coil MUST be used as assembled on the original QuickCar tray. The only approved Ignition Box and Coil are; MSD part #6427 6CT with part #8252 HVC Coil. The ignition plate/tray must be mounted on the passenger/right side. The plate/tray MUST be mounted no further back than ¼" from the most rearward portion of the dash bar, with the entire tray parallel to the dash bar. The right side of the plate/tray MUST be within 3" of the door bar. The plate/tray MUST be mounted so that the wiring is easily accessible to Inspectors for testing and/or removal of the entire plate/tray upon request. If using the QuickCar 50-213, SRI Performance SRI-525-10000, or other approved configuration of MSD 6427 6CT ignition box and 8252 HVC coil mounted on a plate/tray, the use of the QuickCar 50-2013 ignition harness is MANDATORY as described above in section 3. The anodized aluminum housing of the coil MUST be grounded to the ignition plate/tray. A ground wire MUST be run from the ignition plate/tray to a clean ground or directly to the battery (do not use the plate/tray contact to the chassis as the only ground). Officials reserve the right to exchange boxes, coils or the entire plate/tray at any time. Any modifications not listed above are NOT ALLOWED.
5. When ignition trays are provided/issued by a series/track, failure to return the ignition tray prior to leaving the event will result in a $1,000.00 fine.
6. No Traction Control Devices of any kind - If any 'traction control' device is found, the driver and owner will be disqualified from the event, the car will be confiscated until a $15,000 fine is paid. Additionally, the driver/owner may receive a lifetime ban.

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QUALIFYING INSPECTION & TIRES

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Air Filter Elements

Teams are required to present air filter elements that are being used for qualifying to the ASA trailer within 30-minutes of the conclusion of Final Practice [by 3:00 PM]. Teams will install air filters, with an official present, in the pre-qualifying inspection line. Air filters not presented in time may be placed under penalty and forfeit the fastest of their two qualifying lap times.

Qualifying Inspection

Car must be on the ground, ready for inspection, within 45 minutes of the conclusion of Final Practice [3:15 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 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. Adjustments to the race car are not permitted in the pre-qualifying inspection line. If an infraction is identified by inspectors, adjustments to rectify the infraction shall be made outside of the inspection area and then the car presented again for inspection after the adjustments are completed.

A maximum of four crew members may be with the car during inspection. When the car is presented at each inspection station, the crew is to step completely away from the car. There should not be any crew members between the officials/official's tools and the race car. Crew members deemed impeding inspectors/inspection process are subject to possible penalties.

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 a penalty of forfeiting the fastest of the two qualifying lap times.

Tires

This is a 12-tire maximum race. The approved tires for competition are Hoosier Racing Tires F-45* left side and ST-3* right sides.

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.

Race tires may not be removed from impound for scuffing at this event.

Qualifying tires will be impounded until the designated release time [3:00 PM] on Saturday afternoon for Qualifying. Tires must be scanned/stamped prior to leaving the impound area. Qualifying tires must be returned to impound at the conclusion of Qualifying.

Cars must qualify on sticker tires, from impound, purchased at the event, and start the race on the same tires used for qualifying. Violations of this procedure are subject to penalty.

Race tires will be impounded until the designated release time [12:20 PM] on Sunday morning.

Race tires can only be changed during a controlled pit cycle or green flag conditions unless a flat tire is approved by an official. Any attempt to circumvent the tire procedures may result in a two lap per tire penalty.

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PRACTICE & QUALIFYING

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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 spotter stand and monitor race control via scanner during Practice (467.7875).

For this event, cars shall line up on Pit Road in the following fashion; those ready to enter the race track, use the outside lane. The middle lane should always stay clear as the drive through lane to the Garage. The inside lane (pit boxes 1-10) should be used for queuing mock run cars.

Cars entering the race track MUST stay, on the apron, below the yellow blend line, all the way to the exit of turn two. 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. 15 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.

Teams may use pit boxes 11-27 only to check tire temperatures, air pressure, stagger with a stagger stick, and pull tape. No jacks and/or adjustments on pit road. All adjustments and/or servicing of the race car must be performed in the garage area and not on pit road. Pit Road Speed is 30 MPH. Please watch your speed in the Garage Area. No scuffing tires on pit road or in the garage area. No ATVs, Golf Cars, Scooters, etc. on pit road when the track is hot.

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

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 [4:45 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.

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 there. After the checkered flag, cars return to pit lane for possible inspection. Crews may not touch the car until given permission to do so by series officials. This is not an impound race.

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 Inspection Procedure

Select cars will be captured on pit road for inspection, during qualifying, at the discretion of series officials. Standard inspection procedures apply. Cars failing inspection will have their lap times disallowed.

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RACE FORMAT

ALL AMERICAN 400
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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 300-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 110 and the completion of Stage 2 at lap 220. The stage may be completed if a caution flag occurs within the final ten laps of the scheduled stage distance (lap 100-109, 210-219). There are no scheduled competition cautions in this race. The race is complete after three overtime finishing procedure attempts.

START		POSSIBLE TO	END STAGE 1		POSSIBLE TO	END STAGE 2		FINISH
1-99		100-109	110	111-209	210-219	220	221-300	
|--------- CONTROLLED PIT STOP POSSIBLE ---------|			CONTROLLED	|---------- CONTROLLED PIT STOP POSSIBLE ----------|		CONTROLLED	|---- CONTROLLED PIT STOP POSSIBLE ----|	

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 second 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 30 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. Any attempts to circumvent tire procedures may results in a two-lap per tire penalty.

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 crew members 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 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.

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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 110 and 200 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. Pace car speed is 35 MPH.

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/restart speed (45 MPH) 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, free pass car, wave around cars, lead lap cars under penalty, lapped cars under penalty. 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, changes lanes after the cone, deemed impeding or otherwise slowing down the choose process, 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. All cars are subject to be captured by officials for post-race technical inspection.