



## 2010 General Rules

Roseville, CA

### 1. DISCLAIMER

- 1.1. The rules and regulations for the All American Speedway (hereinafter referred to as AAS) set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events.
- 1.2. These rules shall govern the conditions of all events, and by participating in these events, all participants agree to comply with these rules and regulations that are acknowledged upon entry of each participating person to the pit area or racing surface.
- 1.3. No expressed or implied warranty of safety shall result from publication or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport of auto racing and are in no way a guarantee against injury or death to a participant, spectator or official.
- 1.4. The AAS assumes no responsibility for damage to or loss of equipment, vehicle, or any parts by any means whatsoever.

### 2. REPORTING INJURIES AND INSURANCE CLAIMS

- 2.1. When a member is involved in an accident, which causes injury, however minor or major, the member or his/her designee shall report it to the Official immediately.
- 2.2. The AAS shall not be responsible for any costs, bills, fees, or payments arising out of any injury occurring on its grounds if the injury or illness is not properly reported.
- 2.3. Any member who suffers from a physical abnormality, disability, or injury which, in the opinion of the DOC or AAS management, is prohibitive to the safe and competent participation of the member, shall be asked to provide a physician's release to allow him/her to participate in auto racing. In addition, other insurance waiver forms may need to be signed to hold AAS harmless in the event of an incident.
- 2.4. A participant insurance program covers all members who sign the insurance waiver form and pay the proper pit registration fees. This program provides for secondary insurance coverage in the event the registered participant is injured or becomes ill while involved in and as a result of participating in activities at AAS. This insurance is only secondary. All bills, fees, and statements shall be submitted to the injured member's primary insurance agency first (i.e. employer-provided medical insurance, Kaiser, Blue Cross, Blue Shield). The primary insurance agency and the AAS provided secondary insurance agency shall arrange for payment of the bills, as are permitted by the respective companies. AAS shall not be responsible for any bills, fees, costs, or statements not properly submitted by the claimant. Questions regarding insurance coverage shall be promptly directed to the AAS office.

### 3. GENERAL

- 3.1. The DOC shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that, in management's opinion, do not alter the minimum acceptable requirements. No expressed or implied warrant of safety shall result from such alteration of specifications.
- 3.2. It is the intent and goal of the AAS to promote fairness in competition that results in fan appreciation and a strong racing program. Accordingly, it is within the discretion of the DOC, and the Race Committee to make changes to these rules as necessary.
- 3.3. These rules shall apply to all AAS members, pit crew and guests and shall be enforced during all AAS sanctioned events, and may apply to other scheduled races at the discretion of AAS management.
- 3.4. May be temporarily suspended for not more than one-scheduled point's race, only by DOC or AAS management and only for the purposes of furthering the interests of the division, its members and the event. Any such decision is final, non-appeal able and non-litigious.
- 3.5. Interpretation and application of the AAS rules by AAS management, the DOC, and Officials, shall be final. In order to promote auto racing, to achieve prompt finality in competition results, and in consideration of receiving the numerous benefits available to them, **all members, including competitors and officials, expressly agree that determinations by AAS management, the DOC, and Officials as to the applicability and interpretation of the AAS Rules are non-litigious, and they covenant that they will not initiate or maintain litigation of any kind against AAS or anyone acting on behalf of the AAS to reserve or modify such determinations or to recover damages or to seek any other kind of relief allegedly incurred or required as a result of such determination. If a member, competitor or official initiates or maintains litigation in violation of this covenant, that member, competitor or official agrees to reimburse AAS for the costs of such litigation, including attorney's fees.**
- 3.6. An AAS event is a competitive motor racing event, which is intended to be conducted and officiated in accordance with AAS rules, as it may be amended from time to time, any special rules that may be published by AAS specifically for the event, and any applicable agreement to which AAS is a party. **By submitting an entry application and/or taking part in any activity relating to the event, a competitor agrees to abide by the decisions of Officials and supervisory officials, relating to the event or any matters arising out of the event, and agrees that such decisions are final, non-appeal able and non-litigious. A competitor further agrees to inspect the racing area to insure that is in a safe, race able and usable condition, and that the competitor voluntarily assumes the risk of, and has no claim for damages**



against, Placer County, All American Speedway, Placer County Fair Association or their officers, directors, shareholders, officials, agents or employees by reason of damage to the vehicle, the driver, the pit crew or any other person. All competitors assume full responsibility for any and all injuries sustained, including death and property damage, any time they are in the racing areas or in route thereto or there from.

- 3.7. These rules do not apply to state or federal protected constitutional fundamental rights, including, but not limited to, sex, race, color, religion, ancestry, national origin or disability. Any litigation, threat of litigation, or claims by any member, official or competitor against AAS based on any alleged infringement of a state or federal protected constitutional fundamental right, including, but not limited to sex, race, color, religion, ancestry, national origin or disability shall not affect their racing privileges at the AAS.
- 3.8. If a competitor participates in a NASCAR or AAS sanctioned event without having properly submitted a fully-completed vehicle registration form, the competitor nevertheless is subject to all AAS and NASCAR rules, amendments and special rules, as well as all statements, releases and obligations appearing in the official entry blank, as if he or she had properly submitted a fully-completed vehicle registration form. Such competitor will have no claim for purse payout, damages and/or compensation of any kind for any advertising exploiting his/her name, picture of his/her vehicle, or exploiting the achievements of any product used by the competitor, relating to his/her participation in the event.
- 3.9. Only persons approved by AAS may enter the racing area. No competitor may enter the racing areas (i.e. garage areas, pits, racing surface and similar areas) unless he or she personally has signed all required entry forms, waiver and release of liability forms, and pit permits applicable to the particular event. No person will sign at any time, for any reason, any entry form, waiver and release of liability form or pit permit for anyone other than themselves.
- 3.10. All equipment is subject to the approval by track Officials. Equipment will NOT be considered as having been approved by reason of having passed through inspection unobserved. Any equipment which does not conform to specifications or tolerances contained in the AAS rulebook are not permitted.
- 3.11. Flag Rules
  - 3.11.1. General - Officials shall use flags, as set forth in this section, for the purpose of providing drivers with information. Officials may use light signals in addition to or in lieu of flags, if the drivers are so notified prior to the race.
  - 3.11.2. Green Flag - Start of race. Vehicles shall maintain position until they have crossed the starting line.
  - 3.11.3. Blue Flag with Diagonal Yellow Stripe - Signifies that faster traffic is overtaking the vehicles being signaled and shall yield to overtaking traffic.
  - 3.11.4. Yellow Flag - Caution shall be taken by all vehicles due to an unsafe condition on the track. Vehicles shall slow.
  - 3.11.5. Red Flag - Race shall be stopped immediately due to a dangerous condition on the track. Lap will not be scored.
  - 3.11.6. Black Flag - Immediately remove vehicle from the track and report to pits.
  - 3.11.7. White Flag - One (1) lap before end of race.
  - 3.11.8. Checkered Flag - Race has concluded.
- 3.12. Mufflers and Exhaust
  - 3.12.1. All vehicles are restricted to a maximum 82 DB sound emission. This sound restriction will be strictly enforced.
  - 3.12.2. All vehicles shall be checked for sound output throughout the event. Vehicles will be initially tested before or during hot laps or time trials. If, in the first lap, the vehicle does not meet the required DBA that vehicle will be black-flagged.
  - 3.12.3. At any time during the racing event, a vehicle may be black-flagged due to sound violations. That vehicle will not be allowed to return to race until the problem is corrected. This decision is non-appeal able.

#### 4. SAFETY RULES

Automobile racing is an inherently dangerous sport. Each member assumes that risk when he or she participates in an event. While everyone involved, vehicle owners, drivers, mechanics, officials, and promoters, can and have taken measures to reduce the risk of serious injury, the risk cannot be eliminated and, in fact, will always be present at a high level.

All members are directly responsible to inspect the racing facilities, safety personnel and equipment, and conditions at the track on a continuing basis before, during, and after the event. It is the member's obligation to inspect, observe, and report to the Officials promptly any inadequacy in the facilities, personnel, equipment, or potentially hazardous conditions at the AAS.

Members are also solely and directly responsible for the safety of their race vehicles and racing equipment, and are obligated to perform their duties (whether as a vehicle owner, driver, or mechanic) in a manner designed to minimize to the degree possible the risk of injury to themselves and other. AAS shall not be responsible for the adequacy of a member's race vehicle, racing equipment, or racing activity to accomplish this purpose.



Each vehicle that enters a racing event at AAS is subject to a safety inspection by NASCAR Officials. Adherence to the safety rules, workmanship and appearance shall be determining factors as to whether Officials allow a vehicle to enter competition for the individual racing event. Rolled or severely damaged vehicles shall be subject to inspection by Officials before re-entering an event.

**All vehicles shall have a fire extinguisher mounted inside the car within reach of driver. On-board Halon system recommended.**

4.1. Wearing Apparel

- 4.1.1. If, in the opinion of AAS management or officials, your dress is not in the best interests of the sport of auto racing, the AAS, or amicable relation with other participants, you and/or your crew shall be assessed a penalty consisting of but not limited to fine, suspension, or expulsion.
- 4.1.2. All drivers or riders shall wear a made-for-racing fire retardant racing suit.
- 4.1.3. All drivers shall wear a helmet in good condition that meets the standards of those set forth for Snell approved SA2000 or newer helmets. Drivers whose helmets do not meet these requirements shall not be allowed to race.
- 4.1.4. All drivers shall wear eye protection at all times.

4.2. Speed Limit and Traffic Control

- 4.2.1. The speed limit for vehicles in the pit area shall be five miles per hour (5 MPH) at all times including speedway off ramp.
- 4.2.2. Any member who drives through the pit area in a hazardous manner, including but not limited to speeding, reckless driving, exiting or entering the track or pit area at an unsafe speed or in an unsafe manner, shall be subject to fine, suspension, or expulsion depending on severity.
- 4.2.3. Members shall abide by the traffic control and speed procedures at all times. Members who do not adhere to the instructions of Officials regarding this rule in a safe, timely manner shall be subject to fine.
- 4.2.4. All racing vehicles shall have installed a safety-approved window net. Net shall not be mounted to the body. Net shall be of material having a minimum thickness of ½". The net shall be mounted in a manner consistent of the male/female seat belt clamping device or other instant release mechanism. The net shall be accessible by the driver while strapped in the vehicle ready to race and by a person from the outside simultaneously. The rods holding the top and bottom of the window net in place will be no less than 3/8" solid steel bar.
- 4.2.5. Exiting Race Vehicle. No driver shall exit his or her vehicle on the track or infield for any reason excepting fire or other danger. Members who violate this rule shall be subject to fine, suspension, or expulsion.
- 4.2.6. Truck/Hauler Routes. Large trucks and haulers that visit AAS must use Hwy 65 to Blue Oaks Blvd. and then Washington Blvd. The same route must be used to exit.

5. MEMBERSHIP & VEHICLE REGISTRATION

- 5.1. Members shall include any individual who has completed, signed and submitted (with associated fees) a membership license application to NASCAR.
- 5.2. Members shall be deemed to have knowledge, understanding and acceptance of all AAS rules.
- 5.3. Member license fees shall be set by NASCAR.
- 5.4. There shall be one license fee per member, regardless of whether applicant is an owner, driver or pit crew.
- 5.5. There shall be only one vehicle registration fee per division vehicle number registered at the AAS.
- 5.6. Upon registering the vehicle number, the driver and any team drivers listed on the vehicle registration form must become a member. The vehicle registration form will not be accepted unless accompanied by the membership application(s) and associated fees.
- 5.7. Vehicle registration fees shall be as follows:  
All Divisions \$30

6. MEMBER CONDUCT

- 6.1. Use of alcoholic beverages and/or controlled substances is prohibited.
- 6.2. No alcoholic beverages or controlled substances shall be brought into the pit area during the race event. Pit access bands will be taken for the night with any suspicion of alcoholic beverage consumption or possession.
- 6.3. A member shall at no time during his/her presence in the pit area be under the influence of alcoholic beverages and/or controlled substances.
- 6.4. Officials and/or guards reserve the right, under direction of AAS management, to deny entrance to any member or spectator into the pit area if it is deemed that the person is intoxicated or acting irrationally. There decision in this matter is final.



- 6.5. Any member or other person found to be involved in the sale or purchasing of any type of drug within the PCF property shall be reported and/or turned over to the local police department. Additionally, that person may be barred from admittance to the PCF and AAS.
- 6.6. Courteous Conduct
- 6.6.1. The use of profanity or profane gestures at any time towards any person or people shall not be permitted. Violators are subject to fine, probation, point's loss, or any combination thereof.
- 6.6.2. The use of profane signs, sex signs, swastikas, profane language, or symbol, phrase, or words deemed by common morality to be offensive, demoralizing, or insulting to any person or group of people shall not be permitted on clothing, body, or vehicle. Members who engage in such a tactic are subject to fine, probation, point's loss, or any combination thereof.
- 6.6.3. Members shall not be allowed to stop their vehicles on the track to protest positioning or any other aspect of officiating. A driver may stop on the track to inform the official of a safety hazard. However, the driver shall not discuss or protest his/her position. The penalty for discussing/protesting a position or any other aspect of officiating while under caution shall be the immediate placement of the driver to last position at the rear of other vehicles. This is non-appealable.
- 6.6.4. Unauthorized abandonment of any vehicle on the racing surface or infield during the racing event could result in forfeiture of all points for season and vehicle will be towed at owner's expense.
- 6.7. Fighting
- 6.7.1. Fighting in the pit area, on the track, or any place on the PCF property is prohibited. Violators shall be subject to fine, suspension, or expulsion.
- 6.7.2. No member shall intervene or attempt to intervene into any conflict, unless specifically directed to do so by an Official, security guard, or local enforcement official. Violators of this rule shall be subject to fine, suspension or expulsion. Members who intervene shall be prepared to identify which individual(s) requested his/her intervention. If the member cannot substantiate his/her intervention, he/she shall be considered in violation of this rule.
- 6.7.3. If a conflict arises in the pit area of a driver, which at that time participating in a racing event, he/she may be given a black flag in order to return to his/her pit area to correct the problem.
- 6.7.4. At all times during any conflict which may arise on the PCF or AAS property, members shall yield to the right of authority immediately to any Official, security guard, or law enforcement official upon his/her arrival on the scene. Members shall at all times follow the requests of the authority figure(s). Refusal to disengage from the conflict scene upon request, regardless of the member's opinion of the intent in dealing with the events taking place, shall result in fine, suspension, or expulsion.
- 7. PIT ADMISSION**
- 7.1. Although the PCF and the AAS are considered public property, unauthorized presence is considered trespassing, and violators are subject to the penalties prescribed by law.
- 7.2. Through your membership license, registration, and/or admission tickets, you have been given the authority and the right to be on PCF and AAS property in conjunction with racing activities.
- 7.3. The management of the PCF and/or the AAS and/or Officials reserve the right to revoke and cancel this authority at any time that it is deemed that a participant's or spectator's presence or conduct is not in the best interests of the sport of auto racing, fellow competitors, spectators, management, officials, and/or employees of the PCF or AAS.
- 7.4. Requirements for Entry/Exit
- 7.4.1. Entry into the pit area shall be restricted to drivers, owners, pit crew and guests in good standing, AAS management, employees, officials, providers of contracted services and those parties specifically authorized by AAS management. Any and all of the above shall be required to fill out the appropriate licensing and insurance waiver forms, and pay any and all required fees, including unpaid fines, before entering the pit area. There shall be no altering of these forms, and participants shall sign for themselves only.
- 7.4.2. All drivers must be NASCAR members.
- 7.4.3. All members present in the pit area shall at all times wear the proper attire as listed in GR 4.1.
- 7.4.4. All pit area participants shall be required to obtain and wear a valid wristband at all times in order to have access to the pit area. All persons not in possession of a valid wristband on their wrist shall be escorted out of the pit area.
- 7.4.5. Any pit participant who wishes to enter the pit area from the grandstands shall do so at the discretion of Officials and/or security. At no time shall anyone who has consumed or possessed alcohol be admitted into the pits. Violation of this rule will result in immediate loss of wristband and may result in expulsion, suspension, fine or a combination thereof.



7.4.6. Any attempt to circumvent any aspect of pit registration as listed in this section is cause for suspension, fine, expulsion, or any combination thereof. Ignorance of these requirements is not an acceptable reason for failure to pay and register at the pit gate.

7.5. Pit Fees

7.5.1. The pit registration fee for each participating member in any one AAS event shall be:  
NASCAR members \$30, Non NASCAR members \$40. No vehicle entry fee.

7.5.2. AAS management shall determine a separate schedule for pit registration fees for each non-points or open competition event.

7.5.3. Once a person has paid for entry into and entered the pit area there shall be no refund of pit fees.

7.5.4. Any check written to the PCF/AAS and returned by the bank for insufficient funds shall be picked up within 10 days of the date of return. Check writer shall pay, with cash, certified check, or money order, the face value of the check plus a \$25.00 bank service charge. Check writing privileges shall be suspended from that point forward, regardless of reason. Competitor shall not be allowed to enter the pits or participate in any AAS event until all fees are paid.

7.5.5. Any returned checks not paid in full (including \$25 bank service charge) with cash, certified check, or money order shall be turned over to the Placer County District Attorney's Office for collection.

7.6. Releases and Waivers

7.6.1. Minors (age 8 to 17) that wish to gain entrance into the pit area shall be prepared to complete and sign a minor's release form, and shall have a parent or legal guardian present with him or her to sign the minor's release form. A minor must present valid proof of his/her age. No minor shall be permitted admittance without a completed minor's release form. All minors must be supervised by an adult while in the pit and may not operate any motor vehicles within the pit area.

7.7. DMV Licensing

7.7.1. All race vehicles, tow vehicles, trailers and automotive equipment brought into the pit area shall comply fully with all motor vehicle licensing and equipment title laws.

7.8. Proper Removal and Disposal of Racing Related Equipment and Supplies

7.8.1. Members shall be completely responsible for the proper removal and disposal of oil, coolant, tire casings and racing parts and equipment. It is the responsibility of the division members to ensure proper cleanup, removal, storage, and disposal of all racing related parts, equipment, and supplies.

7.8.2. The following penalty amounts shall be removed from the contingency fund of the division found to be in violation at the conclusion of the event.

Tire casings:	\$15.00 per tire casing abandoned
Improper fluid storage; fluid dumping:	\$50.00 per occurrence
Vehicle body parts and equipment:	\$15.00 per part (i.e. fenders, engine parts)

8. EVENT ADMINISTRATION

8.1. Officials and management shall establish the length, frequency, and administration of all events and programs.

8.2. The entire pit area shall be vacated within 60 minutes of the completion of the final racing event. Owners of vehicles that are being inspected shall have their equipment into the technical inspection area within the 15 minutes allowed for loading.

8.3. Officials, normally the Ramp Steward, shall regulate entry to the racing surface. No vehicle shall be allowed to enter the racing surface without authorization from Officials.

8.4. Any individual who enters the track shall at all times be prepared to specifically identify the Official which authorized his or her presence. If that individual is unable to identify the official or he/she cannot be substantiated, disciplinary action shall be taken.

8.5. Due to the always present danger of activities that occur on the track and in the infield, no member, including vehicle owner, pit crew, support person or spectator shall be allowed on the track at any time, unless specifically authorized by Officials or management. All violators shall be subject to expulsion, fine, suspension, or any combination thereof.

8.6. Drivers shall be allowed to seek an area of safety in the infield following disablement, but shall remain in their vehicles. Any driver who exits his or her vehicle while it is in the infield without the consent of Officials shall be subject to expulsion, suspension, fine, or any combination thereof.

8.7. Any competing vehicle whose speed has been reduced to the point where it causes a safety problem or retards the track activity shall be black-flagged from the racing surface. Any competing vehicle that spins without assistance more than twice in the same race shall be black-flagged.

8.8. The DOC shall schedule hot lap sessions for vehicles in all divisions. All vehicles shall adhere to the scheduled hot lap sessions, regardless of delay or vehicle readiness. This schedule shall be adhered to for each division which experiences a delay on the track, but extra sessions are not guaranteed.



**9. RACE PROCEDURES**

9.1. Race Procedure Defined

- 9.1.1. Race procedure is the manner in which an event is conducted. It includes, but is not limited to, determinations regarding the eligibility of vehicles for competition, qualifying procedures, the line-up of the vehicles, the start of the race, the control of vehicles throughout the race by flags, lights, or other direct communication between Officials and competitors, the election to stop or delay a race, control of pit activity, flagging, the positioning of vehicles at any time, the assessment of lap and time penalties and the completion of the race.
- 9.1.2. The rules in this section provide the framework for Officials to implement race procedures. In addition to interpreting and applying these rules, Officials are authorized to make other determinations or take such other action as they determine to be necessary to promote the best interests of auto racing, including but not limited to, fairness and prompt finality of competition results. Decisions of officials are final and non-appeal able.

9.2. Finality of Race Procedure Decisions

All decisions by Officials involving race procedures are final and non-appeal able.

9.3. Official Starter

The DOC will designate a person to act as the official starter for all events.

9.4. Driver Responsibilities

- 9.4.1. The driver shall be the sole spokesperson for the vehicle owner and pit crew in any and all matters pertaining to the event. At all events the driver assumes responsibility for the actions of the pit crew, including any unpaid fines. Unpaid fines for crewmembers may be deducted from driver purse or point fund monies. A team can also be penalized for crew actions.
- 9.4.2. All drivers shall be on time to compete in the events for which they are scheduled. When the first vehicle is on the starting line, a limit of one minute shall be set during which other drivers shall line up. Any driver or vehicle not ready to compete when called may be sent to the rear of the line in time trials or races, or left out of the remainder of the scheduled race events, at the discretion of the officials.
- 9.4.3. An eligible driver may drive any qualified vehicle in any event. A driver may get out of one vehicle and drive another, but after driving the second vehicle, the driver may not get back into the first vehicle. Points shall be issued while the driver is driving the first or second vehicle ONLY, not in any subsequent vehicle.

9.5. Race Start

- 9.5.1. All vehicles should be on the racetrack ready to participate when the pace lap starts.
- 9.5.2. Once the field of vehicles is lined up and the starter signals the drivers to be ready, preliminary laps may be set at the discretion of Officials. During preliminary laps, if a vehicle does not maintain its designated position in the starting field, officials may reposition the vehicle at their discretion.
- 9.5.3. Officials shall authorize all driver changes. In the event a driver change is made before the start of the event, the vehicle shall start at the rear of the field. The new driver must comply with Rule 14. Otherwise, points and prize money shall not be awarded.
- 9.5.4. In the event a driver change is made during the event, in order for the vehicle to receive points and prize money, the initial vehicle and driver shall complete the first official green lap, and the second driver shall be in compliance with Rule 14. Otherwise, points and prize money shall not be awarded.

9.6. Race Halt

- 9.6.1. The Officials shall determine whether the racetrack is in race able condition for that event.
- 9.6.2. A race may be stopped at the discretion of the Officials at any time they determine, in the exercise of their judgment, that the track is not fit for racing.

9.7. Race Halt/Restart Before One Lap Completion

When a race is stopped before the completion of one lap, there shall be a complete restart in the original starting positions. Only ONE complete restart shall be permitted per race.

9.8. Race Halt/Adverse Circumstances

- 9.8.1. Except as otherwise noted in official entry blanks published for the event, when an event is halted due to rain, curfew, or adverse circumstances, the AAS shall not refund entry fees or pit fees, but may issue rain checks. Prize money shall be paid only to those drivers due prize money for races completed. The event can be declared complete when 50% of the program has been completed.
- 9.8.2. Except as otherwise noted in official entry blanks published for the event, when an event is halted due to rain, curfew, or adverse circumstances, and the AAS does not issue checks, the event may be rescheduled to another date. The rescheduled event program shall start with the incomplete portion of the previous race and all original entries shall start in the position held when the race was stopped.

9.9. Parking



An Official may direct a competitor to cease competition, to leave the racing premises, or to bring the vehicle to the pit area for the balance of the race, if it is necessary to promote the orderly conduct of the event. Such a directive shall be given only in extraordinary circumstances, as determined by Officials. Official's decisions are final and non-appealable.

9.10. Official Completion

All races shall be run until the leader has completed the advertised distance or allotted time. However, if unforeseen circumstances prevent the completion of the advertised distance, the race shall be considered officially completed after the leader has reached the halfway mark or the allotted time is up, provided circumstances make it impractical to continue the race within a reasonable time after it has been stopped.

**10. TIMING AND SCORING**

- 10.1. All vehicles participating in race events at the AAS shall have an AMB manufactured transponder installed.
- 10.2. Transponder shall be located no closer than eleven (11) feet from the point furthest forward on the vehicle and positioned at a height not to exceed two (2) feet from the racing surface.
- 10.3. Competitors shall provide unique transponder identification number to Officials at least one (1) hour prior to entering the track.
- 10.4. The officials designated by AAS to be the official scorers for an event are responsible for timing and scoring the event. There decisions are final.

**11. QUALIFYING**

- 11.1. A driver who will be unable to qualify within the time allotted for his/her division shall notify the Ramp Steward or his or her designee.
- 11.2. In the event a driver is unable to qualify within the time allotted for that division-regardless of mechanical problems, late arrival, etc., and it is determined that the vehicle is functional to race after qualification ends, the driver shall be allowed to race. However, the vehicle shall be started in the last position of every race for which the driver qualifies to run, regardless of transfer position, but shall be placed in front of any driver who has been penalized for violation of rules.
- 11.3. For the purposes of placement of vehicles, the driver who first notifies the official of his/her inability to qualify shall be placed in front of all other non-qualifiers, then second to notify, etc. A driver who violates rules regarding tires and weights is considered a non-qualifier and shall be placed at the rear of all non-qualifiers.
- 11.4. A vehicle that exceeds the decibel limits shall be given until the end of qualifying for his or her divisions to correct the problem. A vehicle that fails to make corrections within the allotted time for qualification shall be a non-qualifier, but allowed to race if corrections are satisfactory at a later time. The vehicle shall start in last position of every race for which the driver qualifies to run, regardless of transfer position. This applies to any other non-qualifier as well.
- 11.5. Failure to correct the problem for all divisions shall result in disqualification for the date's racing schedule. No refund of pit/entry fees will be considered.
- 11.6. The vehicle(s) that set a new track record shall immediately be placed in impound until division qualifications are complete. Immediately thereafter, the vehicle(s) shall be inspected for compliance of rules applicable to tires, minimum weight and left-side percentage. In no instance shall the vehicle be "torn down" until the completion of the racing event, if necessary.
- 11.7. In the event two or more drivers have the same qualification time, the driver who first qualifies shall be given the faster time for purposes for placement in all events, then second, etc.
- 11.8. Any vehicle which, after setting a track record or fast time, is found to be in violation of tire rules or any other inspection rule, if applicable, shall forfeit all points and money for track record and points for fast time, and shall be deemed a non-qualifier for purposes of position placement, and shall start all races at the last position behind all non-qualifiers.

**12. POSITION PLACEMENT**

- 12.1. AAS officials will announce the format and position placement plan each race.

**13. RESTART POSITION**

- 13.1. Restarts after yellow caution flag
  - 13.1.1. Entire field single or double file order.
  - 13.1.2. In the event that the second position driver causes a yellow, either by jumping ahead or slowing down when the pole position gets the jump, and thereby causes a yellow, that driver shall be directed to the rear of the other vehicles. This is non-appealable.
  - 13.1.3. The restart will revert to the last green flag lap completed, except any vehicles deemed to restart in the rear by the DOC.
- 13.2. Restarts after red flag condition



13.2.1. Because there is no racing to the red, vehicles shall be positioned based on their previous positions as they crossed the start/finish line on the previous green flag lap. This shall also apply to final finish in the event the race is called, regardless of their positions in passing vehicles before the red was thrown and before they crossed the start/finish line on the red flag lap.

13.3. Position of finish for vehicles towed off track

13.3.1. When there exists the situation that two (2) or more vehicles are involved in an incident that causes a yellow or red flag, and the vehicles have to be towed off the track, and they do not return to finish the race, for the purpose of posting a final position, each vehicle's position shall be determined by what position the vehicle previously crossed the start/finish line on the lap the incident occurred.

13.4. Position of vehicles involved in a black flag violation

13.4.1. When a black flag is thrown on a driver, laps for that driver cease to be counted. Upon the second lap the driver ignores, or does not see, the flag, either a yellow is thrown, in the event of an infraction (leaking fluid, flat tire), or a red is thrown in the event of a dangerous condition. Regardless, the race is stopped and the driver is directed off the track.

13.4.2. In the event that the race had to be stopped, penalties for violation of the black flag shall include: 1) no racing for the remainder of the night; 2) loss of position points for the race; 3) fine; 4) any combination thereof depending upon the severity of the violation.

**14. POSITION POINTS**

NASCAR Whelen All-American Series

14.1. NASCAR Whelen All-American Series points shall be disbursed for each division as specified in section 17-3 of the NASCAR Rule Book.

All American Speedway Team Driving

14.2. Team racing is permitted at the AAS in the Bomber division and details are listed in the Bomber rules section 13.1.

14.3. If a member of a racing team is suspended; another team member may drive the vehicle during the term of the suspension. However, the racing team shall not receive points during the suspension.

14.4. In the event a tie in total points exists at the end of the season, the higher finishing position shall be awarded to the driver or racing team that earned the most first place A-Main event victories that season. If a tie still exists, the next tiebreaker will be the most second place A-Main event finishes, and then the most third, fourth fifth place A-Main event finishes, etc until the tie is broken.

**15. PAYOUTS**

15.1. All AAS purse payout checks must and will be payable to a member that matches the Social Security number given on the vehicle registration form. If the name designated to receive the purse payout checks and the Social Security number or ID number do not match any purse payout checks issued will be subject to a 31% withholding, as required by law.

15.2. It is the responsibility of the driver to notify the office of an address change before payout checks are mailed. If it is necessary for a "stop payment" to be issued on a payout check, it will be the driver's responsibility to pay the \$25.00 bank fee.

15.3. Weekly Purses

15.3.1. 3% will be withheld from the weekly payout for each position and submitted to NASCAR for the annual points fund distribution.

15.3.2. Gross disbursements for A-Main and B-Main positions are available at [www.allamericanspeedway.com](http://www.allamericanspeedway.com):

15.3.3. There shall be no prize money awarded for C-Main.

15.4. Points Fund

15.4.1. NASCAR Whelen All-American Series Points Fund shall be disbursed for each division as specified in section 17-4 of the NASCAR Rule Book, or in a manner agreed upon between NASCAR and AAS. A total of 6% of the total disbursement will be contributed to the point fund. 3% will be withheld from the weekly purse and AAS will contribute 3%.



15.5. Other Payouts

Disbursement for track records shall be made to drivers as follows:

\$50.00	New Track Record Only
\$100.00	Track Record Holder at end of year

16. TECHNICAL INSPECTIONS

- 16.1. All vehicles shall be subject to inspection by Officials, and in any manner determined by officials. All decisions by Officials regarding the timing and manner of inspection as well as which vehicles will be inspected is final and non-appealable.
- 16.2. Only those persons approved by Officials shall be permitted in the inspection area.
- 16.3. No alterations shall be permitted to vehicles after pre-race inspection, other than the ADDITION of air to tires. **PENALTY:** vehicle may be re-teched and vehicle shall start at the rear of the field for that event.
- 16.4. Top five A-Main drivers shall immediately report to inspection area.
- 16.5. Officials shall determine whether a vehicle meets the applicable specifications for an event. Only vehicles determined by officials to meet the applicable specifications are eligible to compete in the event.
- 16.6. A competitor shall take whatever steps requested by an Official, including teardown of the vehicle, to facilitate inspection of the vehicle. AAS will reimburse up to \$100 for gaskets and oil if found to be legal.
- 16.7. If an Official determines prior to the race that a vehicle does not meet the applicable specifications, the vehicle shall not be allowed to compete unless, in the discretion of the official, the deficiency (a) shall not adversely affect the orderly conduct of the race; (b) cannot be corrected in time for qualifying or for the race (if no qualifying); (c) will not provide the competitor with a significant competitive advantage over other competitors; and (d) is so insubstantial as to not warrant a determination that the vehicle is ineligible to race.
- 16.8. AAS has the right, for inspection purposes; to seal or impound vehicles or vehicle parts entered and competing in an event. AAS assumes no responsibility for impounded vehicles or vehicle parts.
- 16.9. At an event where the AAS rule book or special rules mandate inspection after the event, no vehicle that has competed in the event shall be taken from the racing premises without permission from an Official. If an Official determines after a race that a vehicle does not meet applicable specifications, but the deficiency is so insubstantial as to not provide the competitor with a significant competitive advantage over other competitors, the official may allow competition.
- 16.10. Officials have the right to confiscate any part and/or equipment that fail to meet applicable specifications during an event.

17. CLAIMS

17.1. General (Engine, carburetor, car, and shock)

- 17.1.1. Only the driver may initiate, accept, or refuse a claim. Initial claim acceptance or refusal is binding.
- 17.1.2. Claimant shall have competed in three point's races during the first half of the season or a total of six by the second half before initiating a claim.
- 17.1.3. First (1<sup>st</sup>) claim refusal shall result in loss of all payouts, contingency winnings and trophies for that night's A-Main, loss of all accumulated AAS points earned by that driver and their racing team at time of refusal. Claim refusal shall also result in driver being fined \$1,500 to be paid to AAS.
- 17.1.4. Second (2<sup>nd</sup>) claim refusal shall result in loss of all payouts, contingency winnings and trophies for that night's A-Main, loss of all accumulated AAS points earned by that driver and their racing team at time of refusal, and ineligibility for driver and their racing team at time of refusal to earn points in that division for the season, regardless of team affiliation. Claim refusal shall also result in driver and racing team suspension from two (2) AAS completed point's events from date of refusal, and a \$2,500 cash fine paid to AAS.
- 17.1.5. Any driver found to be claiming an engine for anyone other than himself will lose all AAS points for the season and will be suspended for three (3) completed points' races, or until \$1,500 fine is paid to AAS. Any and all penalties shall be carried over from season to season, if applicable.
- 17.1.6. All claimed parts shall be removed from vehicle at the track. Buyer shall examine parts before removal. Once removal is started, sale is final.

17.2. Engine

- 17.2.1. First four (4) position finishers in the A-Main are subject to engine claim in the Modified, and Bomber divisions. Modified division Spec engines are exempt from claim and ineligible to initiate claim. Street Stock engines are exempt from claim.
- 17.2.2. Claimant shall have finished fifth (5<sup>th</sup>) or lower in A-Main, finished on the lead lap, and qualified within one (1) second of that night's fast time, if qualifying was held.



## 2010 General Rules

Roseville, CA

- 17.2.3. Claims shall be initiated by a driver stopping on the backstretch immediately following conclusion of the A-Main and informing an Official.
- 17.2.4. Claimed driver shall, immediately after receiving claim notification from an Official, drive their vehicle (under its own power) directly to designated claiming area. Only drivers and officials allowed in designated claim area.
- 17.2.5. Claim shall be accepted or refused by claimed driver within five (5) minutes of receiving claim notification from an Official. Claimed engine shall be completely removed within a reasonable amount of time as determined by Officials.
- 17.2.6. Claim must be made in cash and paid to an NASCAR Official at time of claim. All engine or head claims include exchange PLUS claim fees as follows:
- |                |                |   |                |   |               |
|----------------|----------------|---|----------------|---|---------------|
| Modified       | \$2,500 driver | + | \$30 tow truck | = | \$2,530 Total |
| Modified Heads | \$1,500 driver |   |                | = | \$1,500 Total |
| Bomber         | \$ 750 driver  | + | \$30 tow truck | = | \$ 780 Total  |
- 17.2.7. Any driver and their racing team at time of refusal, refusing an engine claim lose their right to initiate an engine claim for 12 calendar months from date of refusal.
- 17.2.8. Driver allowed only one (1) claim per event, regardless of outcome. In instance of multiple claims on same engine, the driver finishing furthest back will be first eligible. First four (4) positions shall immediately report to claim area. Penalty for not reporting immediately to claim area is disqualification. Do not stop at any pit area. Penalty for not reporting directly to claim area is disqualification.
- 17.2.9. Only long block engine shall be claimed, including all internal engine parts. Claim does not include: 1) flywheel; 2) clutch; 3) pressure plate; 4) bell housing; 5) headers; 6) carburetor; 7) starter; 8) motor mounts; 9) sending units and switches for oil pressure and water temperature; 10) carburetor adaptor; 11) fan and pulleys; 12) clutch ball; 13) clutch arm; 14) throw out bearing; 15) dip stick; 16) water pump; 17) fuel pump; 18) distributor; 19) plug wires 20) valve covers. AAS shall only provide area in which to claim and remove engine. Cylinder head claims include cylinder heads and intake manifold. Cylinder head claim does not include valve covers, rocker arms, or push rods. All other attached parts with exception of items 1 to 20 listed above are included in the claim.
- 17.2.10. The cylinder block may not be altered in such a way as to prevent it from being used in stock application. Stock O.E.M components shall be able to be immediately used in their stock location. AAS drivers shall be held accountable for any sabotage. Any sabotage discovered to claimed engine will result in a \$1,000 cash fine paid to AAS. The claim will be disallowed and the money returned to claimant.
- 17.2.11. No driver may claim more than four (4) engines/heads during the current race season and no more than one (1) engine/heads from any single driver during the current race season.
- 17.3. Other
- 17.3.1. Any carburetor, car, or shock claim shall be submitted in writing to the DOC within fifteen (5) minutes of A-Main finish.
- 17.3.2. Claim shall be accepted or refused by claimed driver within five (5) minutes of receiving notification from the DOC or Official.
- 17.3.3. Any carburetor may be claimed for \$250 in the Street Stock, and Bomber divisions.
- 17.3.4. Modified division shocks may be claimed, with a maximum of four (4) per claim.
- |          |                    |
|----------|--------------------|
| Modified | \$125.00 per shock |
|----------|--------------------|

## 18. DRIVER RECOGNITION

- 18.1. Nomination forms shall be provided for Rookie of the Year, Most Improved Driver, and Sportsperson of the Year awards throughout the season. These forms must be filled out completely and returned to the AAS by the deadline given in order for the nominee to be considered. Officials will then select the winners through a balloting process.
- 18.2. Rookie drivers (new to racing, new to asphalt racing or new to the division) shall be required to have yellow front and rear bumper for the entire racing season. A rookie driver shall be considered as such until the end of the racing season. Rookie of the Year awards for each division shall be presented at the annual awards banquet. A rookie driver may not have raced in more than five scheduled points events in that division, or an equal division elsewhere, in any previous year to be considered Rookie of the Year. Rookie judging will take in to account, but is not limited to: (1) Total number or points earned. (2) Number of main event wins and top finishes. (3) Heat and dash wins. (4) Sportsperson ship.

## 19. VIOLATIONS AND DISCIPLINARY ACTION

### 19.1. General Procedure

If an Official observes or is made aware of an act or omission by a member that constitutes a violation of the AAS rules or that is detrimental to auto racing, and if the official determines that the act or omission is sufficiently serious to warrant the imposition of a penalty, the official shall report the violation, orally or in writing, to the DOC as soon as possible. The



DOC shall issue a penalty notice to the member specifying the violation, a brief statement of the circumstances of the violation, and the penalty imposed. Such decisions by the DOC are non-appeal able.

19.2. Emergency Action

If the act or omission of a member is determined by an Official to constitute a serious threat to the orderly conduct of the race, that official may take temporary emergency action against the member. Such emergency action may include ejection from the racing premises, suspension of membership and license, or any other action designed to remove the threat created by the member. The official shall report the member’s conduct, and the emergency action taken, to the DOC as soon as possible. The emergency action shall remain in effect at least until the decision of the DOC is made.

19.3. Payment of Fines

Fines shall be paid to AAS promptly after receipt of a penalty notice. Failure to pay promptly may result in suspension. All unpaid fines of a member may be collected by the AAS by deducting the amount from the purse or point fund earnings of the member, or if the member is not a driver, from the purse or point fund earnings of the driver with whom the member was associated at the time of the conduct that gave rise to the penalty notice. Any fines left unpaid at the end of the season shall be considered grounds for refusal to approve the membership application for the next year of the member against whom the unpaid fine has been assessed. Loss of season’s points could also be imposed.

19.4. General Scope of Penalties

19.4.1. Penalties for violation of AAS rules are determined by the gravity of the violation and its effects on fairness of competition, the orderly conduct of the event, and the interests of stock vehicle automobile racing an AAS. Such penalties may include, but are not limited to: disqualification, suspension of membership or license privileges, fines and/or loss of points. A suspension may be for a definite or indefinite period of time. The DOC shall use the following as guidelines for the imposition of penalties in the situation described below, but may assess a greater or lesser penalty depending upon the circumstances. The minimum fine will be \$50 and can be assessed in \$50 increments up to \$2,500. The following list includes technical penalties for to 2009, but is not limited to this list.

Late Model Tire Infraction	\$150 per tire.
Anti Freeze Use	\$100
Spec. Engine Tampering	\$2,500
Improper Crank, head, rod	\$1,000
Improper Fuel	\$500
Tire Softening	\$250
Traction Control	\$1,500

19.4.2. Any member who performs an act or participates in actions deemed by Officials as detrimental to automobile racing or to the AAS will be fined at least \$50.00 and the member may also be placed on probation and/or lose any or all accumulated points.

19.4.3. Any member who permits someone else to use his or her AAS member license or his or her competitor wristband permit will be fined at least \$50.00. Any member who uses a license other than his or her own shall be subject to fine and probation.

19.4.4. Any member who signs the insurance release sheet, member license application, member license, or event entry form for anyone else will be fined at least \$50.00.

19.4.5. Any member who assaults or threatens to do bodily harm to any Official or persons serving under his/her direction will result in suspension, a fine of at least \$500.00 and loss of all accumulated points.

19.4.6. Any member who, while participating in an AAS event, partakes of any alcoholic beverage, stimulating, depressing, or tranquilizing drugs, or is otherwise under the influence of alcohol or drugs will be fined a minimum of \$500.00, suspended, and will lose all accumulated points.

19.4.7. Any member who participates in fights in the pits, on the track or on the race premises or fair property or who fails to follow instructions of an Official, security guard, or law enforcement official during any incident, regardless of member intent will be fined a minimum of \$500.00, loss of points, and may be suspended.

19.4.8. Any member who commits an assault with a weapon in the pits, on the track, or on the race premises will be fined a minimum of \$500.00, suspended, and lose accumulated points.

19.4.9. Any driver, vehicle owner, or mechanic who permits a vehicle to be driven in any AAS event by a person under 16 years old may be fined and/or suspended.

19.5. Inspections



- 19.5.1. Removal of a participating vehicle from the AAS racing premises without permission of an Official will result in disqualification unless the competitor proves beyond any reasonable doubt that the violation was caused by circumstances that the competitor could not control.
- 19.5.2. Any member who fails to tear down a vehicle for inspection when requested to do so by a Official will result in a fine of not less than \$500.00 and/or probation, disqualification, loss of accumulated points.

19.6. Race Procedures

- 19.6.1. Any driver who does not obey the flag rules will result in disqualification and/or fine, and/or position penalty.
- 19.6.2. Any driver who intentionally causes a caution (yellow flag) condition by stopping or spinning out or any other action will result in a fine of \$50.00, and/or loss of points, and/or position penalty.
- 19.6.3. Any member who engages in any un-sportsperson act for the express or implied purpose of circumventing an established rule, procedure, policy, equipment claim or technical inspection will result in a fine, disqualification, loss of points and purse money, suspension, or any combination thereof.

19.7. Bodies, Parts, and Equipment

- 19.7.1. Any determination by Officials that parts and/or equipment used in the event do not conform to AAS rules or which have not been approved by Officials before the event or which are not required for normal functional operation of the race vehicle, disqualification, disallowance of qualifying times, withdrawal of the opportunity to qualify for the event and/or denial or loss of points will occur.
- 19.7.2. Any member failing to surrender to Officials any part and/or equipment found during an inspection that does not meet applicable AAS specifications could result in a fine, suspension, or loss of points.
- 19.7.3. Any engine that exceeds the maximum allowable cubic inch displacement, compression limit, or that is using disapproved valve lifters, rev. kits, cylinder heads, or intake manifolds during practice, qualifying the race or at the completion of the race could result in a fine, probation, and loss of points and illegal parts will be confiscated.

**20. APPEALS/PROTESTS**

- 20.1. If an AAS member who is a competitor (crew chief, or vehicle owner if the competitor is a driver and is on the race track) believes that another competitor has or will obtain a significant unfair competitive advantage by some action that the member believes is in violation of the AAS rules, may protest such action to an Official in writing. Competitors must submit protests within 10 minutes after the checkered flag is waved signifying the completion of the race. A \$500.00 protest fee shall accompany each separate protest. If the parts inspected are found to be legal the money will be given to the vehicle protested. Should the inspection determine illegal parts are being used, the money returns to the protesting party. The official shall forward the protest to the DOC, who shall decide whether the matter is protest able. The DOC shall decide the protest as promptly as possible, and shall inform the parties to the decision of the protest. A decision that the matter is not protest able is final. In deciding the protest, the DOC may take action including, but is not limited to, revising the official race results, imposing penalties, disqualifications, and/or fines, awarding or subtracting points, or taking no action. Such decision by the DOC is final.
- 20.2. No protest will be accepted that is directed to a decision of an Official on any subject unless specifically provided for in these rules.
- 20.3. Inspections shall be done at the track within 30 minutes of the last event. Should the components or technical requirements of the task be unusual, the parts in question may be confiscated for further inspection. Track inspection will require two track officials, the tear down team, and the driver and one other member of the protesting party. All members must be present for the inspection to occur.