



2026 General Rules and Procedures

All American Speedway

800 Event Center Drive

Roseville, CA 95678

www.allamericanspeedway.com

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SERIES INFORMATION

All American Speedway

800 Event Center Drive

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DIVISIONS

Limited Late Models

Modifieds

Street Stocks

Mini Stocks

INEX Legends

SUPERVISORY OFFICIALS

Promoter: Tim Huddleston

Track Director: Ken Newberry

Chief Scorer: Sharron Bechler

NOTICES

1. These Rules are effective from the date of publication until December 31, 2026. These Rules supersede all previously published Rules.
2. The intent of these Rules is to provide for fair, competitive, and safe racing during all All American Speedway Events.
3. All American Speedway Officials shall be empowered to make changes to any rule or specification contained within. Furthermore, the Officials may impose further rules or specifications as necessary for the fair, competitive, and safe conduct of Events.
4. All American Speedway Officials represent the overall and final authority for each Event. Track Officials reserve the right to take all necessary steps, including the right to change, modify, or revise these Rules to ensure the fairness, competitiveness and safety of Events.
5. Interpretation of these Rules, or any deviation from, is entirely and completely at the discretion of All American Speedway Officials.
6. Any disagreement regarding technical procedures, equipment, operations, race procedures, scoring or flagging will be resolved by All American Speedway Officials. When their decision is rendered, it is considered final and binding.

1. LICENSING & CONDUCT

1. License Information

- i. Drivers in the following divisions must be at least 14 years old on NASCAR sanctioned events; Limited Late Models, Modifieds, Street Stocks and Mini Stocks.
- ii. A NASCAR Feature Division License is required for the Limited Late Models. A NASCAR Charger License is required for the following divisions; Modifieds, Street Stocks, and Mini Stocks
- iii. All drivers must hold a current NASCAR member license in good standing.
- iv. Race vehicles may only be driven by individuals with a valid 2026 NASCAR license.
- v. Drivers in the Jr. Late Models are ages 10 to 16 years old. Any driver who is 16 years old on the date of the season opener may compete in rest of the scheduled events, regardless of where their 17th birthday occurs.

2. General Rules

- i. There will be no team driving.
- ii. Owners assume full responsibility for the actions of their crew members, driver, and any other persons for whom the Owner paid admission to the Event.
- iii. Substance Abuse Policy
 1. No intoxicating beverages or controlled substances are to be consumed before, during or after race Events by anyone in a restricted area.
- iv. Drivers, Owners and/or any other members of a crew shall have no claims against or cause of action for damages, expenses, or otherwise against All American Speedway Officials, or the Promoter for an act of disqualification or damage to either car or driver, or both.
- v. Entry fees and pit gate fees shall be non-refundable, but at the discretion of All American Speedway Officials may be transferable. Entry fees must be paid prior to pit gate entry.

2. GENERAL POLICIES

1. Scheduling, Postponements, and Rain Outs

- i. All American Speedway will establish the schedule, location, and distance of all Events. This information will be part of the schedule for each Event.

- ii. All American Speedway will make every reasonable effort to run Events as scheduled, for the advertised distance. All American Speedway reserves the right to change Event schedules and purses.
- iii. If weather or any other unforeseen situation prohibits an All American Speedway Event from being held on the advertised date, the Event will be rescheduled if possible. All American Speedway reserves the right to reschedule to a later date or cancel an Event entirely. Decisions on postponement, rescheduling, and cancellation will be made jointly by the Promoter and City of Roseville.

2. Purse and Payout

- i. Purse fund monies, if any, will be distributed to the designated payee of the Team in accordance with the 2026 W-9 form completed by the Owner. Any changes to the distribution of funds will be the Owner's responsibility. Proper income tax information, including Federal ID numbers and/or social security numbers, must be on file with All American Speedway Office before funds are distributed.
- ii. All Event results must be declared official and announced prior to, or simultaneously with, distribution of an Event's purse.

3. EVENT PROCEDURES

1. General Rules and Procedures

- i. All Drivers must be on-time to participate in All American Speedway Events which they are entered. Any Driver late for the Drivers' Meeting, any promotional activities that are part of the event schedule, Driver introductions, or other activities be assessed a penalty.
- ii. Any change of Driver from what is recorded must be reported to and approved by All American Speedway Officials. This requirement applies during all activity including testing, evaluation, and practice.
- iii. A car which is properly entered in an Event may be driven by any Driver properly licensed by NASCAR or meet the required age requirements for that division(s).
- iv. No car will be permitted to compete or continue to compete in practice, qualifying or a race if, in the opinion of All American Speedway Officials, the car presents a hazard.
- v. Members shall not enter upon the racing surface at any time for any reason (see Restricted Area Policy) during practice, qualifying, or a race.

2. Car Numbers and Driver Name

- i. Car numbers should be plain or minimally stylized Arabic numbers of a solid color that contrasts with the primary color of the door panel or roof.

Trim lines may be used but are NOT a substitute for clearly contrasting numbers.

- ii. Numbers must be clearly visible and easily distinguishable from Race Control.
- iii. All cars are to have the car number clearly readable on both doors. Door numbers must be at least twenty-one (21) inches in height and three (3) inches in stroke (width).
- iv. All cars are to have the car number on the roof, clearly readable from the Driver's side of the car. Roof numbers must be at least twenty-four (24) inches in height and three (3) inches in stroke (width).
- v. Entries with a duplicate number will be modified All American Speedway Officials based either on the car's primary color (i.e., 12W for 12 White) or the Driver's last name (i.e. 12P for 12 Pyne).

3. Spotters and Radio Communication

- i. At each Event, a designated area will be established for spotters. This location will be communicated during the Crew Chief Meeting and Drivers Meeting.
- ii. Spotters must monitor All American Speedway Race Control frequency at all even when the team's primary radio channel is in use (i.e., spotters must have a second radio dedicated to Race Control, or a scanner locked onto the Race Control frequency). Spotters must be capable of communicating with the Driver at all times during on-track activity.
- iii. Spotters are required at all times (practice, qualifying and/or race), except in the following divisions: **INEX Legends, Street Stocks, and Mini Stocks**. In these divisions, if a spotter is not used, the driver must personally monitor Race Control.

4. Timing and Scoring

- i. All American Speedway Chief Scorer is responsible for scoring the Event. The decisions of the Chief Scorer, with respect to timing and scoring, are final.
- ii. Timing and Scoring will provide information to teams at the conclusion of specific sessions. Qualifying results and lineups will be provided as soon as practical. Unofficial results of each race will be at the completion of each night. Reports will be made available at All American Speedway Hauler.
- iii. All American Speedway routinely makes live timing information available through a variety of channels such as Race Monitor. Information is provided via these channels as a convenience only. All data provided via

these channels is clearly identified as unofficial. All American Speedway makes every effort to ensure the availability and accuracy of this information, but ultimately the Tour is not responsible for the information displayed by these channels. The Timing System / Orbits platform maintained by Timing and Scoring is the only official source of timing and scoring data.

5. Transponders

- i. Transponders are mandatory any time a car is on track on Official Race Day.
- ii. All American Speedway will have transponders for rent during each Event.
- iii. Transponders must be installed on the right side of the rear subframe rail (beside the fuel cell). The leading edge of the transponder mounting bracket must be 14 feet, 2 inches rearward of the leading edge of the front of the vehicle. The transponder bracket should be mounted vertically, with the square tab on the bottom. Teams must ensure that the transponder is picked up and mounted prior to going on-track.

6. Qualifying

- i. All American Speedway will conduct single-car qualifying for all Events unless otherwise specified on the schedule or announced at the Drivers Meeting.
- ii. The inspection order and qualifying lineup will be set using combined practice times, inverted from slowest to fastest.
- iii. All cars must pass technical inspection prior to qualifying unless excused by Officials. Without explicit permission, the only adjustments allowed before qualifying are tire pressure changes and the addition of grille tape.
- iv. Each Driver will be permitted two (2) qualifying laps during the designated session.
- v. Cars must line up as directed by Officials. When a team's position in the qualifying order is reached, the car must be ready to enter the track.
- vi. Failure to be ready to enter the track when the team's position in the qualifying order is reached will result in the immediate loss of the fastest lap and the team being placed on a five (5) minute clock.
- vii. If the car enters the track within that period, the qualifying attempt may proceed, but only the slower lap will be counted.

- viii. If the car does not enter the track before the clock expires, the qualifying attempt will be forfeited.

In the event two or more cars record identical fast lap times, ties will be broken as follows:

- i. By comparing the second lap time.
- ii. If still tied, by Championship Points.
- iii. If still tied, by random draw.
- iv. If a pre-qualifying penalty is issued (such as for a technical or procedural violation), the Driver's fastest lap will be disallowed and only the slower lap will be used to establish the starting position.

6. Starting Positions

- i. When Qualifying has been completed, starting positions will be established by: Invert, unless no invert is specified. If there is no invert, cars will line up fastest to slowest.

7. Flag and Light Rules

i. General

- 1. All American Speedway Officials will use flags, as set forth in this section, for the purpose of providing drivers with information throughout the Event. Officials may use light signals in addition to, or in lieu of, flags. The procedure(s) for the use of flags and/or lights by All American Speedway Officials may vary for individual divisions or races. Specific procedures will be covered during the Drivers Meeting.
- 2. Failure to follow these flag and light rules and any related direction by Race Control will be subject to in-race penalties up to and including parking or disqualification as outlined in these Rules.

ii. Green Flag Rules & Procedures

- 1. The green flag signals racing has started or restarted as outlined in the Start & Restarts.

iii. Yellow Flag Rules & Procedures

- 1. The yellow flag signifies a caution period. Upon calling of the caution by the Race Director, the Starter will display the Yellow Flag. The display of the Yellow Flag by the Starter is the sole and exclusive method for starting the caution period.

2. Upon display of the yellow flag and beginning of a caution period, all cars must immediately reduce speed to a cautious pace, hold position, and form a single-file line.
 3. All caution laps are untimed, uncounted laps unless otherwise specified in the Drivers Meeting or Race Control.
 4. Timing and Scoring is frozen at the time of caution. The lineup will revert to the last lap fully completed by all competitors.
 5. All cars involved in the incident will be placed into the lineup at the tail of his/her respective lap.
 6. During a caution, no car may pass the pace car unless directed to do so by Race Control.
- iv. Unassisted Spins:
1. Any Driver who has two unassisted spins in the same race can be required to come to pit road during a caution period to confer with an All American Speedway Official and his/her Crew Chief. Any Driver who has a third unassisted spin in the same race may be parked for the duration of the race in which the spins occur. Any Driver parked for this reason shall retain his/her finishing position, purse and points based on the laps completed.
- v. Red / Yellow Flag
1. The Red/Yellow Flag combination is a special circumstance, occurring after the caution has been displayed, but when track conditions allow for safe pit access or otherwise at the discretion of Race Control.
 2. After the field has come to a complete stop as directed by Race Control, those cars electing to come to the pits may do so in a cautious, controlled manner.
 3. Cars entering the pits may work on the race car. Work may ONLY be done in the pit or garage area, not on the racing surface.
 4. In the event Race Control changes to a Red-only flag, all work on race cars must stop immediately.
 5. Cars performing work under a Red / Yellow must restart at the tail of the field, in the order of return from the pits.
- vi. Red Flag
1. The Red Flag means that the race must stop, immediately, regardless of the position of cars on the track. The Red Flag is used, if in the opinion of Race Control, a prolonged delay in competition is necessary and prudent.

2. Drivers shall stop immediately as directed by Race Control.
3. No repairs or service of any kind shall be permitted during a Red Flag. All work must stop on any car in the pit or garage area immediately.
4. Performing work on a car during a Red Flag period shall incur a minimum penalty of two (2) or more Green Flag laps upon a return to racing.

vii. Black Flag

1. The Black Flag signifies the car must go to the pits immediately and report to All American Speedway Official at the vehicle's pit or other designated location. Race Control will declare the car and reason on the Race Channel, and the Starter will display the Black Flag to the car involved. Upon receiving the Black Flag, the Driver must drop to the inside and follow the direction of Race Control immediately.
2. If a car fails to honor a Black Flag within a reasonable time period, at Race Control's direction the Starter will display the Black Flag with a White Cross. After completion of the lap in which the Black Flag / White Cross is displayed, Timing and Scoring will discontinue scoring on the car, and any laps completed disallowed until the car has fully complied with the Black Flag and is approved to return to racing by All American Speedway Officials.

viii. Blue Flag / Yellow Stripe

1. The blue flag with the diagonal yellow stripe signifies that faster traffic is overtaking the cars being signaled. Cars given the Blue Flag with the Yellow Stripe shall yield to the overtaking traffic as directed by Race Control.

ix. White Flag

1. The White Flag is displayed to the race leader upon the start of the final lap of the race.
2. A car on the race track may not receive assistance during the white flag lap. The car receiving such assistance will not be scored for the white flag lap.

x. Checkered Flag

1. The Checkered Flag will be displayed by the Starter as the lead vehicle completes the Race.
2. When the leader receives the Checkered Flag, the balance of the field receives the Checkered Flag on the same lap. Finishing

positions will be awarded to the most laps traveled in the least time, whether the car is still running or not.

8. Free Pass Rule

- i. The Free Pass Rule will be utilized throughout all All American Speedway Events. Scoring will determine the Free Pass car (aka the Lucky Dog) whenever one or more cars are one or more laps down at the time a Caution occurs. The Free Pass car is the first Driver not on the lead lap. The Free Pass car will be determined based on positions on the lap of record – i.e., the last fully completed lap prior to the Caution.

1. The Free Pass car is ineligible if: The Free Pass car is involved in the Caution, as determined by Race Control; The Free Pass car elects to pit prior to the “free pass”; The Free Pass car was not on-track at the time of caution; or The Free Pass car is under penalty at the time of caution; The Race Director will identify the Free Pass car on the race channel or declare “No Free Pass.”
2. The Free Pass car is eligible to pit only after completing the free pass lap.

ii. Starts & Restarts

1. All starts and restarts are double-file. Upon the start or restart, Drivers must maintain their position, lane and speed until the start or restart has occurred. Drivers must remain in line until crossing the start/finish line. At the Race Director’s discretion, a single-file start or restart may be directed after unsuccessful attempts at a double-file start or restart. The designated restart zone will be clearly marked and the position made known during the Driver's Meeting.
2. On the initial start, the Driver in P1 starts the race within the designated zone. The Starter will display the green flag once the Driver in P1 starts the race.
3. On all restarts, the race leader will control the restart. The restart can occur anywhere in the designated zone. The Starter will display the green flag once the leader has restarted the race.
4. If the control car fails to restart within the designated restart zone, the Starter will display the green flag and restart the race.
5. Restart Positions (Prior to the completion of the first green flag lap) In the event of a caution during the first lap of a race, the field will be reset to the starting lineup, with cars involved in the caution being placed at the rear of the field. Cars that are involved

but remain on-track will line up according to how the car continued after the caution. Cars that are involved but elect to pit will line up according to the order in which they exit the pit.

6. Restart Positions (After completion of at least one green flag lap)
 - a. - Lead lap cars that did not pit
 - b. - Lead lap cars that pitted, in order of pit exit/return to track
 - c. - Lap down cars
 - d. - Free Pass car
 - e. - Cars involved in the Caution and wave-around cars
 - f. - Any penalty cars
 - g. - Cars laying over

iii. Choose Rule

1. For all restarts after the completion of one lap, the CHOOSE RULE will be used. The location and description of the CHOOSE marking will be just prior to the start and finish line. The Race Director will announce the "Choose" generally before the Pace Vehicle exits Turn 2. Spotters should relay this immediately to the Driver. CHOOSE may occur with 2-to-Go or 1 to-Go, as determined by Race Control.
2. When approaching and passing the choose location, Drivers must choose the inside or outside lane.
3. The following actions will result in a "to the rear" penalty for a CHOOSE RULE VIOLATION: Failing to declare your lane and blatantly running over the mark; Changing lanes after declaring your lane; and Impeding or otherwise slowing down the CHOOSE process.
4. The Race Director has the sole and exclusive discretion to declare Drivers INELIGIBLE to Choose (i.e., drivers involved in the Caution). Any ineligible Driver will be placed at the tail behind all other cars on the same Lap.

iv. Race Procedure Penalties

1. The following penalties are considered in-race, or procedural penalties and are not subject to appeal.
 - a. "To the Rear"
 - b. "Pass Through"
 - c. Lap Penalty
 - d. Black Flag

- v. Driver actions that may be penalized include, but are not limited to:
 - 1. Speeding or other unsafe driving in the pit or garage area;
 - 2. Pitting outside of the designated area;
 - 3. Entering the pits or conducting work under a red flag;
 - 4. Speeding through an area where track services personnel are working;
 - 5. Reckless driving (contact with another competitor resulting in a yellow flag);
 - 6. Failure to line up for the start / restart as directed by Race Control;
 - 7. Passing the pace car without direction from Race Control;
 - 8. Intentionally causing a caution by stopping on the race track;
 - 9. Flagrant rough driving
- vi. Race Control may assess lap or time penalties up to and including disqualification, not subject to appeal, after completion of the race if the behavior penalized would have normally resulted in an in-race penalty.

4. SAFETY

- 1. STOCK CAR RACING IS AN INHERENTLY DANGEROUS SPORT. Each individual assumes that risk when he or she participates in an Event. Participation in motorsports has a significant risk of permanent injury or death that cannot be fully mitigated or eliminated. Members are required to advise their family members of this risk
- 2. Personal Safety Equipment
 - 1. Protective Clothing
 - a. During all on-track activity, each Driver shall wear an approved, fire resistant: Driving suit; Gloves; and Shoes.
 - b. It is the Driver and crew member's responsibility, not the sanctioning body nor All American Speedway Officials to ensure that a Driver or crew member maintains, wears, and effectively uses protective clothing.
 - 2. Fire Extinguishers
 - a. An automatic working fire suppression system (strongly recommended) or driver-accessible fire extinguisher is required in all race cars.
 - b. All competing teams must possess an appropriately rated, 10-pound working portable fire extinguisher while in attendance in the pits.
 - 3. Helmets, Head and Neck Restraint Devices
 - a. Helmets

- i. Drivers must wear a helmet that meets the 2015 Snell standard or better and have a sticker visible for inspection. Only Snell S.A helmets will be allowed.
 - ii. Full-face helmets are required.
 - iii. Helmets must be without physical damage including cracks, chips or other defects.
- b. Head and Neck Restraint Devices/Systems
 - i. At all times during an Event (practice, qualifying and competition), Drivers must use a capable form of head and neck restraint. A strap-type neck restraint is mandatory (no neck collars).
 - ii. It is the Driver's responsibility, not that of All American Speedway or All American Speedway Officials, to ensure that their device/system is approved, correctly installed, maintained, and properly used.
- c. Seat Belts
 - i. SFI-Approved seat belts with a minimum of double shoulder harness and crotch strap will be required.
 - ii. Seat belts must have no visible defects or fraying.
 - iii. It is the Driver's responsibility, not that of All American Speedway or All American Speedway Officials, to ensure that the seat belt system is approved, correctly installed, maintained, and properly used.
- d. Driver's Window
 - i. The Driver's window must be equipped with a safety net with a quick release latch. Safety net must be a rib-type construction made from one inch by one inch (1" x 1") wide material with one inch by one inch (1" x 1") square openings when installed. Safety net must not be flush with the body or connect to the body at any point.
 - ii. String window nets will not be permitted.
 - iii. The safety net must have a minimum SFI rating of 27.1. The minimum net size must be seventeen inches (17") wide and sixteen inches (16") high.

When latched, the window net must fit and pull tight.

e. Lead

- i. All lead weights must be painted white, with the car number painted in red or black on each individual piece.
- ii. All lead weights must be securely fastened.
- iii. If a piece of lead is not properly painted white with the car number in red or black marked on all sides, the team will receive one warning per season. Any future violation will result in a minimum \$250.00 fine for the second offense. A third offense will result in automatic disqualification.
- iv. Any lost weight will result in a minimum \$250.00 fine.