

Challenge/All-Star Race Rules and Procedures 2026

Race Summary:

- 1) The Challenge races are two- or three-lane, wheel-swap, and lane-swap races.
- 2) All races will consist of 2 or 3 phases per heat in a single-elimination format.
- 3) All racers will experience a 3-phase race in the first round. Subsequent rounds may have only two racers due to the size of the field. Two racer heats after the first round will have only two phases, utilizing lanes 1 and 3.
- 4) All Challenge races have a 0-4-4 wheel swap. Wheels are issued by a wheel bank.
- 5) Each racer may have one handler per car. Only one racer and one handler are permitted in the Topside area on race day.
- 6) A timing system is used to determine the racer with the fastest overall combined time for all phases within each heat. The declared winner will move on in the race bracket.
- 7) All American Race rules apply unless otherwise stated within these rules. Challenge Race rules may differ from AASBD rules due to the race format and racing conditions.
- 8) No separate entry fee is required for the Challenge Races.
- 9) All AASBD Rally and Local Champions are qualified to participate in the Challenge Races.
- 10) Challenge racers are automatically registered. If a racer does not wish to compete in the Challenge race, they must notify AASBD.
- 11) The Race Director for all 2026 Challenge races is **Jamey Allen**. The Race Director makes all final decisions on Challenge/All-Star race rule interpretation and race procedures.

Race Procedure:

- 1) Challenge racers will follow the AASBD race week schedule for inspections and weighing cars. Once inspections and weight are complete, the Challenge cars will be stored in a barn at Topside.
- 2) On Challenge race day, a racer and **one** handler per car must be present at the gate prior to being called for staging. The racer and handler need to stay together until the car is staged. The handler will be asked to roll their car out of the barn and into the Challenge Pit area. The handler will also accompany the driver and car to the starting ramps, assist with the wheel swap, and assist the racer at Topside after the heat is completed. Any other family, friends, or handlers must refrain from entering the Topside pit area, starting line area, and wheel swap pavilion (except as noted in #9).
- 3) A wheel bank will be used for the Challenge races. When instructed, racers will remove their own wheels from the car, put them in a crate or box, and place the wheels in a designated area.
- 4) When called for a heat, racers will check in with the Topside Administrator, who will provide racers with a ticket for lane assignments. **THIS TICKET MUST REMAIN WITH THE RACERS FOR THE DURATION OF THE HEAT FOR LANE VERIFICATION.**
- 5) Racers will obtain a set of wheels & large wheel pins from the wheel bank. After the wheel-bank wheels & large pins are on the car, racers will set their car on the ground until instructed to proceed to the hill.
- 6) Racers need to stay in their assigned lane as they proceed down the hill to the starting line.

- 7) Race Officials will place the car's nose on the starting gate paddle. Handlers can set the car's backend. Wheels on the left side of the car must be on the painted ramp line.
- 8) Once the first phase of the race has been completed, racers will be directed to a staging area for the return trailers. Heat participants must stay together. **No wheel swapping is allowed in the staging area at the bottom of the hill or on the return trailer.**
- 9) Phase 2 and 3 cars/drivers will be transported to the starting line pavilion, where Racers will swap wheels in the designated wheel swap area. **Racers may have an additional handler to help lift cars off the trailers.**
- 10) Once the wheel swap is complete for phases 2 and 3, drivers and their cars can proceed back to the starting line as long as all heat participants are together.
- 11) Once all heat phases are complete, drivers and cars will be transported back to Topside.
- 12) At Topside, heat winners for the first round will report directly to the scales to have their weight verified with the AASBD race wheels still on. Champs must remain with the car until official weights are verified. When finished, the champ will be directed to the designated area.
- 13) At topside, once in the designated area, wheel bank wheels **and large wheel pins** are to be returned to the wheel bank.
- 14) Immediately following the Championship Heat in each division, the three finalists will be directed to the Champion's platform outside the All-American office for pictures. The three cars will remain at the **bottom of the hill** until pictures are taken. When pictures are completed, drivers will return to their cars to be transported to topside.

Wheels:

- 1) All Challenge racers will be issued wheels & a set of large wheel pins from a wheel bank.
- 2) After each phase, a 4-wheel swap will take place. DO NOT swap wheels on the trailer or in run-out.
- 3) Challenge Race officials will observe the wheel swap and check wheel positions before racers can move to the next phase.
- 4) The wheel swap is non-progressive. After each heat is completed, all wheels need to be returned to the wheel bank. New wheels will be issued for each heat.
- 5) All-wheel stickers and markings face the outside. Wheel stickers indicate the placement of wheels on the car's spindles: RF = right front, LR = left rear, etc. Race officials will be available to assist racers with the proper placement of the wheels on the car.
- 6) Up to 2 All-American parts washers are allowed on each spindle. It is the racer/handler's responsibility to ensure washers are in place and to have a supply of compliant washers.
- 7) Wheel pins can be pushed into the first or second click.
- 8) No races will be rerun due to an incorrect wheel swap.
- 9) Spinning, lubing, or juicing wheels is prohibited at any point during the Challenge race or in the pits. No cleaner or lubricant can be applied to the wheels.
- 10) Wiping wheels is only allowed **between the intersection and the red line** at the starting ramp. Racers and Car Handlers are permitted to wipe wheels with bare hands only, while all four wheels are on the ground; no rags are allowed.
- 11) Setting, placing, or spacing of wheels is **not** allowed.

Wheel Swap:

- 1) After the 1st or 2nd phase of the heat, cars will be transported to the starting line pavilion. Upon entering the pavilion, place the car on the appropriate crate. **IMPORTANT - DO NOT remove wheel pins until instructed to do so by a race official.**
- 2) Once the car is on the crate, **before removing the pin**, quickly and carefully walk around your car, checking the wheel bearings. If a bearing is protruding, do not touch it and alert an official. The bearing will be inspected to determine the proper course of action.
 - a) If a wheel bearing is protruding before pin removal and verified by an official, the phase **may** be rerun if the wheel can be adequately repaired.
 - b) If the wheel is deemed damaged or consistently problematic, new wheels will be issued, and the heat will start over.
 - c) If a bearing is found protruding after the pins are removed, the wheel will be repaired, and the heat will continue without a rerun.
- 3) **Once the wheel pins are removed and placed on the airfoils, follow the race official's instructions to remove all four wheels and swap them** with the appropriate lane. Replace the wheel pins **on your car** and wait for instructions to exit the pavilion.

Race Track:

- 1) TIMING SYSTEM: Sensors will be located on the track between lanes 1 and 2, and between lanes 2 and 3. After successful testing, a procedure has been approved that allows race officials to replace any moved or disturbed sensor without affecting the phase times of any other heats that are in process. Except for the phase that made contact with a sensor, no other heat or phase will need to be rerun. Since the race will be slightly delayed while a new sensor is installed, the following rule will be enforced.
 - a. When a racer makes contact with a sensor, the race will be temporarily stopped. Any times for that phase will be deleted, and the phase will be rerun with the same racers in the same lanes, using the same wheels. The racer who contacts the timer will incur a 0.100 penalty added to their total time for the heat.
 - b. Any driver who hits a timing sensor or guardrail in two different phases will be eliminated from the rest of the Challenge race and will work with the Racing Commission to ensure their car is safe and has appropriate trial runs before Saturday's Championship race.
- 2) LANE INFRACTION: If any wheel touches a common lane line at any time once the starting paddle has dropped **and until the car has passed the last runout cone**, the driver will be assessed a .100 penalty that is added to their elapsed time.
- 3) GUARDRAIL CONTACT:
 - a. Guardrail Contact in the **first round**:
 - i. If contact is made in either the first or second phase, all phase times for that heat will be disregarded. All three cars will be transported **topside** to have new wheels issued. The heat will be rerun from the beginning (original lanes), and the Racer who contacted the guardrail will be assessed a .100 penalty, added to their total time in that heat.

- ii. If contact with the guardrail is made in the third phase, the heat will be considered complete (the sum of all three phases). However, the racer who contacted the guardrail will be assessed a 0.100 penalty that is added to their combined heat time.
- b. Guardrail contact in the **second or subsequent rounds**:
 - i. If a racer makes contact with the guardrail, that racer will forfeit that heat.
 - ii. In a two-car heat, the car that did not make contact with the Guardrail will advance.
 - iii. In a three-car heat with contact made in the first or second phase, the racer making guardrail contact is eliminated. The remaining two cars will be transported to the **starting line pavilion** and will restart the heat, without issuing new wheels, using lanes 1 & 3 . Any previous heat times will be disregarded.
 - iv. In a three-car heat, with contact being made in the third phase, the racer making contact with the guardrail will be eliminated, and the remaining racer with the best overall time for the three phases will advance.
- 4) Any driver who hits a guardrail or timing sensor in two different phases will be eliminated from the rest of the Challenge race and will work with the Racing Commission to ensure the car is safe and has appropriate trial runs before Saturday's Championship race.
- 5) Any necessary repairs due to hitting the guardrails, timing sensors, or another competitor must be approved by the Racing Commission. Repairs will be limited to twenty (20) minutes. Only the Race Director may permit longer repair time for SAFETY reasons.
- 6) Any lane violations or guardrail incidents will be determined solely by the Challenge Judges at the time of the phase.
- 7) If track interference occurs, the phase will be rerun with the same lane assignments and wheels.
- 8) If a racer interferes with another car, the interfering racer will incur a 0.100 penalty added to their total time for the heat. The original phase times will be discarded.
- 9) Cars need to be removed from run-out as soon as possible after the completion of a phase or heat. Follow instructions from the Runout Director.
- 10) All racers must remain with their heat opponents during all three phases of the heat. Heat opponents must ride together in the same return vehicle.
- 11) No hot runs (byes) will be provided during the Challenge race.

Drivers:

- 1) Drivers must remain in race/weigh position during the race. Any driver scooting, ducking, rocking, bobbing, or changing race position during the course of the race will be disqualified.
- 2) All drivers need to wear their unaltered AASBD-issued Champ shirt during the Challenge race.
- 3) Drivers are responsible for wearing appropriate race gear, including shoes, helmets, and optional gloves.
- 4) Each racer is responsible for having a car handler at the starting gate.
- 5) No loose articles are allowed in the car, except for a back cushion in the masters division.
- 6) No electronic devices are allowed inside race cars.

- 7) Drivers need to stay with their cars. Any driver called for a heat who does not respond within 5 minutes may forfeit the heat.

Weight:

- 1) Each racer will be weighed without the car before the Challenge race to verify they are within the tolerance rule. If the racer's weight is outside the tolerance rule, they will do a total reweigh which includes the car.
- 2) No changes from the recorded weight are permitted. **Officials can check the weight at any point before or after a heat is completed.**
- 3) First-round heat winners for each division will be weighed.
- 4) The top 3 racers & cars for each division will be weighed before the final race.
- 5) Tail and nose weight max is per AASBD rules.

Post-Race:

- 1) If a competitor is eliminated and does not advance in the bracket, the driver and car will be transported back to Topside. Racers will be directed to return the wheel bank wheels and pins, place their own wheels back on their car, and return the car to the appropriate barn.
- 2) Time has been allotted in the race week schedule after the Challenge/All-Star races for participants to align and weigh in preparation for Saturday's Championship race.
- 3) Immediately following the Championship Heat in each division, the three finalists will be directed to the Champion's platform outside the All-American office for pictures. The three cars will remain at the **bottom of the hill** until pictures are taken. When pictures are completed, drivers will return to their cars to be transported to topside.

Other:

- 1) All cars must remain in the pit area between heats.
- 2) No tools or working on cars will be allowed at any point during the Challenge race.
- 3) Assistance loading cars on the return trailers will be provided. Racers are encouraged to assist with loading their own cars or have a race handler assist with loading at run-out, wheel swap, and on the topside.
- 4) All questions and concerns should be addressed to the Race Director. The Race Director can be reached by inquiring with any race official.
- 5) Please do not approach people working the charts at the starting line or on the bridge, as well as all timing officials and judges. Charts will be available for viewing at Topside, the Bridge, and the starting line, allowing racers and handlers to track their progress throughout the race.
- 6) The Race Director makes all decisions on rule interpretation and race procedure.
- 7) Food and drinks are allowed only in designated areas. No gum is permitted in the Topside area, on the race track, barns, or pavilion areas.
- 8) Food will not be supplied to racers during the Challenge races. It is recommended that racers bring their own food and drinks, or purchase them from vendors at the track, and eat in the designated areas.

All-Star Race Day Rules

The All-Star race will follow the Challenge Race Rules, but with the following exceptions:

- All-Star racers will be weighed by division on the same scale.
- Any All-Star racer making contact with the guardrail is eliminated from the heat immediately after the phase in which the guardrail contact occurs.
- Guardrail contact in any heat:
 - If a racer makes contact with the guardrail, that racer will forfeit that heat.
 - In a two-car heat, the car that did not make contact with the Guardrail will advance.
 - In a three-car heat with contact made in the first or second phase, the racer making contact is eliminated. The remaining two cars will be transported to the **starting line pavilion** and will restart the heat, without issuing new wheels, using lanes 1 & 3 . Any previous heat times will be disregarded.
 - In a three-car heat, with contact being made in the third phase, the racer making contact with the guardrail will be eliminated, and the remaining racer with the best overall time for the three phases will advance.

GOOD LUCK, RACERS!!