



ASF CHALLENGE

The ASF Challenge is a timed event that tests a driver's and car's ability to push the limits on an unimpeded road course to achieve the fastest lap against other competitors. There are no points for style in Time Attack; the discipline is judged solely on the clock.

Vehicle classes are generally broken down by drivetrain layout—that is, which wheels drive the car and/or where the engine and drive wheels are situated—and degree of vehicle modification, from entries with simple bolt-ons all the way up to unlimited class cars and aero. However, the unique goals of crowd entertainment and to attract high profile entrants (including OEMs) to the competition; along with the unique constraints of time to accommodate all the other track activities of the festival must be taken into consideration. These goals and factors considered, a bespoke classing structure and format is required.

1. Competitors may only enter a vehicle in one class with the maximum of two drivers per entry.
2. All vehicles must have front and rear tow hook points – NO EXCEPTIONS! No competitor or vehicle will be allowed on track without proper points; it is the competitor's responsibility to prep their vehicle correctly for this. ASF is not responsible for improper tow point mounting or any damage that may cause to the vehicle during recovery.
3. All drivers on a team must be stated at registration before the competition starts. All drivers must sign all waivers and forms required to receive driving credentials. Each driver must be at least 16 years of age and have extensive track experience. Any unregistered drivers that go on track will be fined the amount of the entry fee for the event, and the vehicle (including the registered driver and owner) will be disqualified and removed from the event.

RECOMMENDED FORMAT

Competition consists of 3 separate 14-min sessions (per class): 1 practice, 2 timed. Spanning 3 days with timed sessions on Saturday and Sunday. With the unique attribute of having a "time attack" competition spanning multiple days, it adds a novelty to vary the direction (clockwise / counter) being something done nowhere else, providing a truer measure of driver and machine (hopefully making it more compelling to OEMs and high-profile challengers).

1. First session on Friday is a Practice session (clockwise). No times count toward scoring or records in these practice sessions. All first-time ASFC competitors, or first time at the venue, must run the practice sessions if available to qualify for their appropriate group by speed index regardless of class. This session is used by Drivers to acclimate to the track, by timing and scoring to group competitors in timed sessions, and by announcers and the crowd to get an introduction of competitors.
2. Second session on Saturday is the first timed session and will be clockwise. Each 14-min session will consist of 6 to 12 cars. Cars will be grouped in class by closest anticipated lap times (determined from practice sessions). Session timing begins when the first competitor crosses the start/finish line and ends when the last competitor crosses the start/finish line after the 14-min mark. Fastest recorded lap time in the session will count as the competitor's time.



3. Third session on Sunday is timed and will be counterclockwise. Each 14-min session will consist of 6 to 12 cars. Cars will be grouped in class by closest anticipated lap times (determined from practice sessions). Session timing begins when the first competitor crosses the start/finish line and ends when the last competitor crosses the start/finish line after the 14-min mark. Fastest recorded lap time in the session will count as the competitor's time.

TIMING & SCORING

Timing and Scoring is managed by ASF officials utilizing on-board transponders. Transponder # should be collected via registration for competitors with transponders already affixed, or transponders may be rented from ASF during the registration process. All times posted (physical, social media, or announced on PA) will be unofficial until ASF officials have approved and verified times and entries.

1. Cumulative timing format: for both Saturday and Sunday timed sessions, the fastest single lap times (one from each day) will be added together. The cumulative lowest total time constitutes the competitor's "score" or "time." This is an important format feature for two reasons: 1. With a lap time contest spanning two days, in the event (for example) of wet or colder weather on the second day, most competitors simply will not compete, or if they do, will not push as they know their time from the previous day cannot be bested — this would be disappointing for fans. 2. The unique format of a cumulative timing will make the event different from most other events, providing a marketing and promotional talking point.
2. Scoring:
 - a. Per Class: In each respective class the lowest cumulative time score would be awarded First Place, second would be Second, third awarded Third.
 - b. Overall: for the entire event each year, the single fastest lap from either day could be awarded the overall event "Fastest of the Festival" as a secondary award (could also win a 1st, 2nd, or 3rd Podium award).

RUN GROUPS & CLASSING

Classes for Time Attack-type events are typically granular. However, with the stated goals (above), along with the constraints of track time, a condensed and flexible class structure is required. Classes proposed below are designed to attract compelling competitors and produce exciting competition within the limited track time. All entrants must meet general and class-specific safety requirements.

1. Groups
 - a. Production Street Trim: Vehicles must be mass-produced road-going vehicles, constructed by a recognized manufacturer, and currently/previously available as a factory OEM road-going passenger vehicle with a government-mandated VIN# or equivalent. (Class technical details, tires, scrutineering policies, and safety requirements pending based on consultation with experts and other sanctioning bodies.)
 - i. Class Awards: Each class will be awarded a 1st, 2nd, 3rd Podium. Classes and awards per run group may be expandable to multiple awards inside the category based on entrants (e.g., if you have 7 Corvette entries, a "Corvette Class" could make sense to add to the category).
 - b. Production Based Race Car Trim: Vehicles must be based on a "closed wheel" produced road-going vehicle that was constructed by a recognized manufacturer, and currently/previously available as a factory OEM road-going vehicle. All vehicles must have a silhouette, general body shape, and outline remaining largely true to the original body; OEM floor pan and shock tower

locations must remain intact but can include any GT/R/Cup category or level of prep. Hyper/supercars will be assessed on a case-by-case basis and will be minimum-classed accordingly by ASF staff. (Class technical details, tires, scrutineering policies, and safety requirements pending based on consultation with experts and other sanctioning bodies.)

- i. Class Awards: Each class will be awarded a 1st, 2nd, 3rd Podium. Classes and awards per run group may be expandable to multiple awards inside the category based on entrants (e.g., if you have 7 Ferrari Challenge entries and 5 Porsche GT4s, it might make sense to add a “Ferrari Challenge Class” and “Porsche GT Class” to the category).
- c. Unlimited & Open Wheel: Includes all purpose-built race and performance vehicles. Includes single-seat and open-wheel platforms. (Class technical details, tires, scrutineering policies, and safety requirements pending based on consultation with experts and other sanctioning bodies.)
 - i. Class Awards: Each class will be awarded a 1st, 2nd, 3rd Podium. Classes and awards per run group may be expandable to multiple awards inside the category based on entrants (e.g., if you have 7 Radical entries, a “Radical Class” could make sense to add to the category).
- d. Vintage: Proposed possible vintage class; each year selecting a different era or series. (Class technical details, tires, scrutineering policies, and safety requirements pending based on consultation with experts and other sanctioning bodies.)
 - i. Class Awards: Each class will be awarded a 1st, 2nd, 3rd Podium. Classes and awards per run group may be expandable to multiple awards inside the category based on entrants.
- e. Stiletto Shoot Out: All-female driver class. (Class technical details, tires, scrutineering policies, and safety requirements pending based on consultation with experts and other sanctioning bodies.)
 - i. Class Awards: Each class will be awarded a 1st, 2nd, 3rd Podium. Classes and awards per run group may be expandable to multiple awards inside the category based on entrants.

SAFETY & REQUIREMENTS

Vehicles entering the ASF Challenge must adhere to the regulations as defined within this document; these regulations have been loosely based on universally recognized Time Attack rule packages of various series found around the globe. Regulations are formulated to ensure that all vehicles are properly prepared to a high standard and to ensure safety compliance with the series requirements. All points listed will be strictly policed and checked prior to the start of each competition, and any vehicle failing to comply with these regulations will be excluded from the competition. The following regulations apply to all ASF Challenge competitors, with specific rules for each class listed separately.

Any vehicles not conforming may be excluded from the ASF Challenge and possibly all ASF events.

ASF authority manages vehicle safety inspection, and timing and scoring. Drivers’ meetings are mandatory. The driver and/or a team representative must be present or will be disallowed from the first session, with no exceptions. Passengers are not allowed in any ASF Challenge session(s).

(Detailed safety requirements pending based on consultation with experts and other sanctioning bodies.)

A. TECHNICAL & SAFETY CHECKS

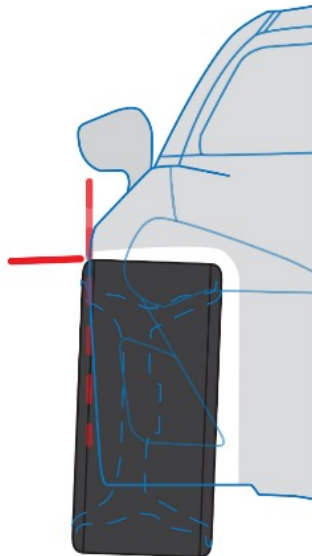
1. Each vehicle must be inspected for both safety and classing. Competitors must come to tech inspection with all safety equipment required for their class, and all relevant equipment to go on track on the vehicle. If a competitor is unprepared for tech, they will have to leave the queue and fix the

issue — the tech inspector will not wait for them to fix it in the tech line.

2. In the event of contact or damage to a vehicle, a Tech Steward or ASF official must re-inspect the vehicle before allowing it to return to the circuit.
3. Any vehicle found to be leaking any fluids onto the race surface must be repaired and inspected by ASF officials prior to release and re-entering the competition.
4. Any vehicle spinning more than 90 degrees of track path or going more than 2 wheels off course must immediately drive through the hot pits for an inspection by ASF staff on that specific lap, or be disqualified up to the point of pitting for that session.
5. After the completion of each session, or while the competing vehicles are returning off track/through pit lane to the paddocks, any ASF official has the right to ask any competing vehicle to proceed to an impound area where the vehicle will be inspected for technical/safety compliance. If a vehicle is found to be out of compliance, any and all times posted up to the point of discovery will be disqualified.
6. Vehicles may only be inspected with a team representative present.
7. All protests must be made in person immediately after finding the infraction; intentionally waiting until the end of the event to protest a known issue will result in disqualification of the protester for unsportsmanlike actions. The competitor in question will still be inspected and disqualified if found to be illegal.

B. TIRE SUGGESTION NOTES

1. All tires must be available to fellow ASF Challenge competitors. If any tires are found to be unavailable through retail sources in North America or are of a false/misadvertised (“cheater”) compound, the competitor will be disqualified.
2. Production Street Trim Class must use DOT-approved treaded tires with a minimum UTQG rating of 180 or higher. Maximum tire width: AWD – 265; RWD – 295; FWD – 295. No part of the top of the flat tire tread may protrude past the widest point of the wheel arch/fender/quarter panel or flare when viewed from above at the wheel centerline.
3. Production Based Race Car Trim, Unlimited & Open Wheel, and Vintage classes may use any DOT tire or racing slick.



SUGGESTED PADDOCK LAYOUT

Suggested paddock configuration minimizes pedestrian/car crossings and distance from Pit Lane to the paddock. It also makes the paddock and car display central to the event flow.

