



Adobe Mountain Speedway Scoring Rules for 2026

This document contains the official rules for all events at the Adobe Mountain Speedway in 2026.

SECTION I: RACING PROCEDURE

1. Race Receivers are MANDATORY to race in an Adobe Mountain Speedway sanctioned event. Unless otherwise noted, NOW600 Cactus Region will use frequency 464.5500 at all sanctioned events.
2. Transponder: All cars must be equipped with a transponder: MyLaps TR2 Red or equivalent, either rented from the track or participants own. The bracket location of the transponder must be on the right side of the car front panel, twelve (12) inches above the ground and twenty-two (22) to twenty-four (24) inches behind the front axle. Any racecar without this device (or with an incorrectly reported transponder number) during hotlaps will not receive passing points (position points only) for the heat, and if it happens during qualifying or racing, that car will not be scored.
3. Drivers wishing to receive a discount on registration fees will be required to purchase a Cactus Region NOW600 license. License does not include a secondary insurance policy. Membership is \$150 per class. \$75 for Jr Sprints
4. A car and driver qualify as a team. Each driver can qualify only one car. No driver will be permitted to qualify another car after taking a qualifying time in the first car. If a driver was to change to a backup car, they would have to tag the back of the next race. No passing points would be awarded for the heat race.
5. The lineup that takes the green flag on a heat race will be the lineup that we use to calculate passing points. Any driver that elects to tag the back of the field will receive no passing points but will get their position points.
6. In a heat race, if any car drops out of the starting lineup, the field will be crisscrossed. In the B or A Feature, the field will move straight up unless two or more out of the same row fall out then we will crisscross.
7. Drivers will be required to start the race in race gear. Drivers must be in race gear by turn 3. Absolutely no clutch or shifter starts. If a driver is caught shift or clutch starting they will be sent to the tail. All clutch and shift starts will be called back as a false start.
8. "Split Scoring" – In the instance that there is a caution after the leader and the second-place car have crossed the scoring line, split scoring will be used: those cars that crossed the scoring line before the

caution will be scored in the way they crossed the scoring line. Those cars that had not yet crossed the scoring line at the time of the caution will be scored in their position in which they crossed the scoring line on the previous lap. On all laps, except the final lap, at least 2 cars must cross the scoring line to qualify for split scoring. On the final lap, only the leader must cross the scoring line for split scoring to be utilized. On all initial and restarts the entire field must complete the lap to be considered a completed lap.

SECTION II: POINT SCALE

A-MAIN CHAMPIONSHIP POINTS:

1. 150	11. 128
2. 146	12. 126
3. 144	13. 124
4. 142	14. 122
5. 140	15. 120
6. 138	16. 118
7. 136	17. 116
8. 134	18. 114
9. 132	19. 112
10. 130	20. 110
	21. 108
	22. 106

Drivers not qualifying for the A-Main will receive 90 points.

HEAT RACE CHAMPIONSHIP POINTS:

1. 20	6. 15
2. 19	7. 14
3. 18	8. 13
4. 17	9. 12
5. 16	10. 11

SECTION III: RACE FORMAT

Each race night will consist of Qualifying/Hot laps, Heat Races, B-Main(s) and A-Main races.

SPECIAL SHOWS - There will be special events scheduled through the year, NOW600 Cactus Region will inform all drivers of specific changes to the racing program at the drivers meeting.

The number of Heat Races will depend on car count. At each race drivers will draw for heat race starting position, lowest number pill draw up front, highest number pill draw to rear of heats. First lowest pill

drawn will start on the Pole of the first heat (1st) race, the second lowest to the Pole of the second (2nd) heat, etc. A max of 10 cars will be placed in a heat race.

Line Ups: All official lineups will be posted on MyRacePass. Always check your MRP app for lineups. An announcement will be made as soon as lineups are posted and official.

Qualifying: Each participant will have the opportunity to participate in either two Car or Group Qualifying (per the discretion of the Race Director)

- A. **Two Car Qualifying:** Each participant will have the opportunity to receive two (2) timed laps. The fastest recorded lap will be the car's official time. After receiving the checkered flag, the car will then pull into the infield until qualifying is over for that class. Qualifying order will be determined by pill draw.
- B. **Group Qualifying:** The process of which group qualifying will be determined by the Race Director in the given situation. Each participant will have the opportunity to receive two (2) timed laps. The fastest recorded lap will be the car's official time. After receiving the checkered flag, the car will then pull into the infield until qualifying is over for that 4 class. Qualifying order will be determined by pill draw.
- C. In the event the timing system should go down before qualifying and deemed unrepairable within 15 minutes all classes will line up for their heats according to their pill draw. If the timing system goes down during qualifying and is unrepairable within 15 minutes only classes who have not fully qualified will line up for their heats according to their pill draw.
- D. In the event a driver cannot make the call in their designated qualifying position they will be awarded one (1) timed lap at the conclusion of their classes qualifying session.

Qualifying Points will be awarded in each group using this scale: 1-71, 2-63, 3-55, 4-47, 5-39, 6-31, 7-23, 8-15, 9-7, 10-0. Any driver failing to take a time will not receive points and will only receive finishing points in the heat race.

Heat Races will be lined up with a four-car inversion. Driver's timing outside the inversion will be lined up straight up by their time, starting with the fifth position.

Passing Points will be used during the Heat Race. Points are done from staging and will be combined with the points earned during Qualifying. Any tie in overall points will go to the driver with the faster qualifying time. Top 16 in overall points will lock into the A-Feature.

Passing Point Scale: 1-100, 2-93, 3-86, 4-79, 5-72, 6-65, 7-58, 8-51, 9-44, 10-37. Each position gained will be awarded 5 points, with each position lost losing 1.5 points.

A single B-Features will be used for car counts > 20, 2 B-Features will be used for car counts > 36 and 4 B-Features will be used for car counts > 56. B-Features will be 12 laps in distance or 12-minute time limit.

Feature invert redraws: Top 6 for A-Class and Outlaw, Top 4 for Restricted

A-Main Laps: 20 laps or 20 minutes.

- If a race nears the time limit under a caution, the race will restart as a green, white, checkered.

2 DAY SHOWS – Format will be decided on a per event basis.

SECTION IV: WEIGHING AND TECH PROCEDURE

1. Minimum weight is posted in the Cactus Region NOW600 Car Construction Rulebook under each division it includes car with driver, all cars must make weight, any car that does not make weight will be disqualified and earn no pay or points for that race. If the driver does not make weight in the heat race will receive no points, and must start tail back of the Semi Feature, in the event of no Semi Feature the driver may start on the tail end of the A-Main event.
2. Winner of the Heat Race and B-Mains along with the Top 3 in the A-Main MUST report to the scales and tech following the checkered flag, any driver that does not report to the scales and tech will be DQ for that race and receive no points or pay.

SECTION V: YELLOW FLAGS

1. All cars that have stopped on the yellow will be placed to the tail end of the field in the order they were running before the yellow. Cars that require to go to the work area (if it exists) to get any work done before coming back out will have until the caution light goes out to rejoin the field, if the driver does not get back out before the light goes out will not be allowed to re-enter unless a lap does not get complete, if any driver enters the track after the light goes out they will be automatically DQ and receive no points or pay for that night. Cars will be lined up in the order they return to the racing surface. Any car that does not require work to be done on their car will line up according to how they were before the caution.
2. Working on your car or having a track official work on your car during a yellow on the racing surface will penalize that driver to the rear. An exception to this rule is if an AMS official stops you to check over it.
3. Any crew member that enters the racetrack will result in their driver being DQ'd for the night.
4. All single file restarts after one lap has been completed will take place with the leader at the front of the field. Lapped cars will maintain their order of running.

SECTION VI: RED FLAGS

1. The car(s) that the red flag was thrown for and any other cars that change any tire will be placed at the rear of the restart line-up. All other cars not involved will get the position they were running in prior to the red flag, if ready to join the restarting line-up when called provided they did not exit the track or designated red flag work area (if the work area exists).

2. It shall be the decision of the AMS officials as to what cars the flags were displayed for, and their decision is final.
3. All Restarting line-ups will be single file after one lap with any lapped cars being placed in lineup.
Note: Any car changing any tire during an OPEN red flag will be placed at rear also. (Wheel spacers may be changed if monitored by track officials).
4. A race is considered official once the green flag is thrown. If a red or yellow comes out after the checkered flag is thrown the payoff and scoring will be done on a split finish.
5. Any crew member that enters the racetrack will result in their driver being DQ'd for the night.

SECTION VII: MISCELLANEOUS

1. SPORTSMANSHIP - Micro Sprint car racing is a very emotional sport. As such, good sportsmanship is the key element of any competitive racing program. This must include respect for all participants – drivers, owners, pit crews, and officials. For our part, we will make every effort to be consistent with our rules regardless of whom or what is involved. We will treat all participants with respect and expect similar treatment in return. A racer's pit area is his territory – therefore please stay out of other racer's pit areas, especially after an incident where you have been involved with that racer. Drivers – remember that you are responsible for the actions of your crews. Any offending parties will be fined appropriately, and disciplinary actions will be initiated as deemed necessary.

2. WORK AREA: AMS officials may designate a "Work Area" before the event starts. Officials will announce at the Drivers Meeting if or where said area is located. Drivers will NOT receive time in the work area. Once the lineup is good and the lights go out you will not be allowed to re-enter unless we do not complete a lap. The light will not be instructed to go out until the leader takes the one to go signal from the flagman. (Any Driver that re-enters after the light is out will be disqualified for that event and fined up to \$1,000.)

3. Protest Timing and Fees (Figures in Parenthesis Are Filing Fees)

All protests must be submitted in writing by 20 minutes past the last main event of the evening

Motor tear down RULES TBA.

P & G fuel test \$1000 (\$250).

Other technical protest: \$500 (\$250).

ALL DECISIONS WILL BE MADE BY THE COMPETITION DIRECTOR AND ARE FINAL! NO EXCEPTIONS!