



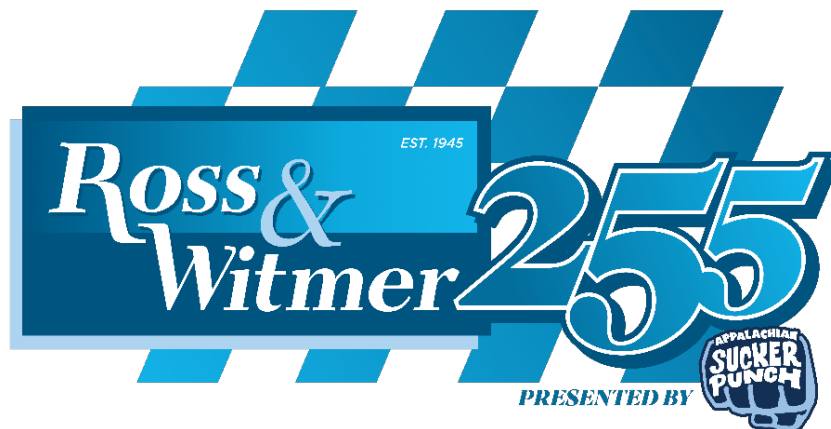
COMPETITION GUIDE

APPALACHIAN SUCKER PUNCH ASA STARS NATIONAL TOUR

ROSS & WITMER 255

HICKORY MOTOR SPEEDWAY

MAY 22, 2025





ASA STARS National Tour
PO Box 41426
Nashville, TN 37204
615-254-1986
starsnationaltour.com



SCHEDULE OF EVENTS

ROSS & WITMER 255
HICKORY MOTOR SPEEDWAY

Wednesday, May 21, 2025

1:00 PM	Credential Office Opens
2:00 PM	Garage Area Opens / Hauler Parking
2:45 PM	ASA Crew Chief Meeting / Pill Draws (at Inspection Area)
TO FOLLOW	ASA Technical Inspection Begins (in Pit Stall) / Tire Mounting
4:30-5:00 PM	ASA STARS National Tour Practice 1 (30 Minutes)
5:00-5:15 PM	Legends Cars Practice (15 Minutes)
5:20-6:05 PM	ASA STARS National Tour Practice 2 (45 Minutes)
6:05-6:20 PM	Legends Cars Practice (15 Minutes)
6:25-7:10 PM	ASA STARS National Tour Practice 3 (45 Minutes)
7:10-7:25 PM	Legends Cars Practice (15 Minutes)
8:00 PM	Garage Area Closes

Thursday, May 22, 2025

9:30 AM	Garage Area Opens
10:00 AM	ASA Technical Inspection Begins (by Schedule)
12:00 PM	Driver/Crew Chief Meeting
1:00-1:45 PM	ASA STARS National Tour Final Practice (45 Minutes)
2:05-2:25 PM	Legend Cars Practice (20 Minutes)
2:45-3:05 PM	Legend Cars Final Practice (20 Minutes)
3:30 PM	Legend Car Qualifying (Group)
2:45 PM	ASA Qualifying Tires Released
3:00 PM	ASA Qualifying Inspection Begins
4:15 PM	ASA Approved Qualifying Adjustments
4:30 PM	ASA STARS National Tour Pole Qualifying
5:00 PM	Legend Cars Feature (25 Laps)
TO FOLLOW	Grid ASA Cars
6:00-6:45 PM	ASA Autograph Session (On-Track)
6:50 PM	Class Photo ASA Race Tires Released
6:55 PM	Pre-Race Ceremony
7:00 PM	Driver Introductions
7:20 PM	Invocation & National Anthem
7:30 PM	Command to Start Engines
7:35 PM	ASA STARS National Tour Ross & Witmer 255 Presented by Appalachian Sucker Punch

Thursday Inspection Schedule

TIME	TEAM
10:00	96 Derek Thorn
10:05	14 Austin Nason
10:10	14 Chase Pinsonneault
10:15	28 Cole Butcher
10:20	24 Gavan Boschele
10:25	22 George Phillips
10:30	30 Kyle Steckly
10:35	51 Stephen Nasse
10:40	26 Bubba Pollard
10:45	26 Dawson Sutton
10:50	36 Ty Fredrickson
10:55	81 Carson Brown
11:00	9 Derek Kraus
11:05	5 Johnny Sauter
11:10	18 Colby Howard
11:15	54 Matt Craig
11:20	43 Nick Loden
11:25	32 Caden Kvapil
11:30	9 Chase Elliott
11:35	96 Spencer Davis
11:40	20 Camden Murphy
11:45	5 Brandon Turbush

Cars not on this list may present for inspection at 11:50

Schedule is tentative and subject to change. All times are event local eastern time zone. Update on Wednesday, May 14, 2025, at 6:30 PM.

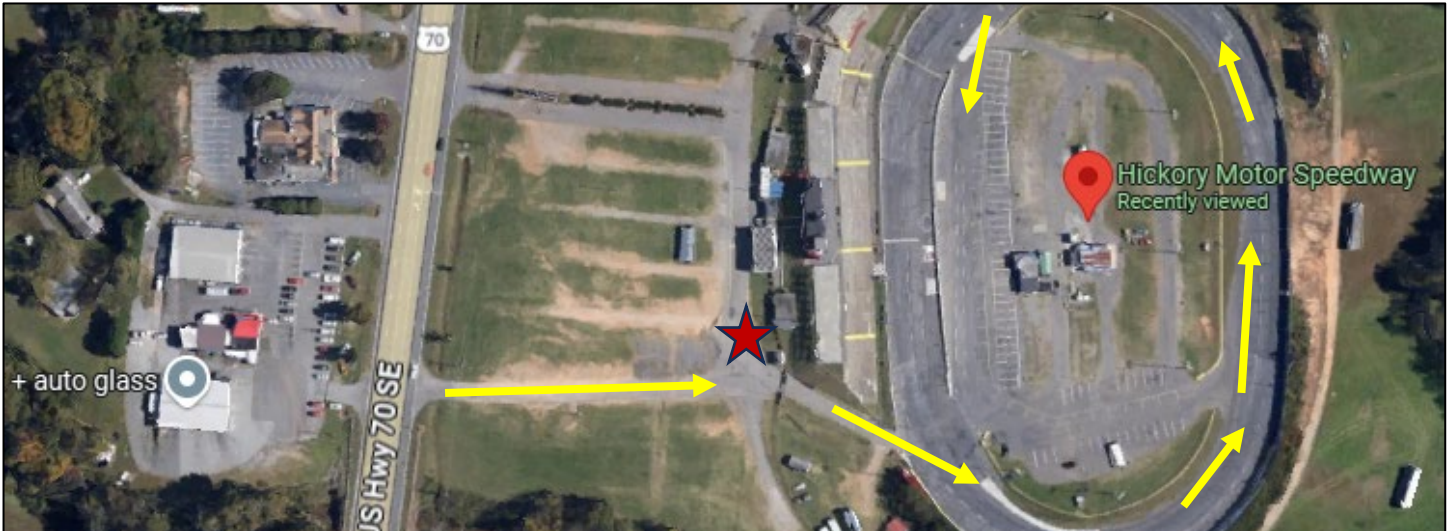


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EVENT VENUE

ROSS & WITMER 255
HICKORY MOTOR SPEEDWAY

Haulers enter the venue from the west gate on US Hwy 70 and proceed towards the pit gate at turn 1. The Credential Office is located at the pit gate. ASA Platinum Team check-in (Tuesday 1:00-2:00) at the ASA express window located next to the credential office. Minors are allowed in the pit area after completing a minor waiver with parent/legal guardian. After obtaining credentials, haulers will be moved into the assigned spots in the infield at 2:00pm. No passenger vehicles allowed in the infield. Please plan accordingly.



Hickory Motor Speedway: 3130 US Hwy 70 SE, Newton, NC 28658

Shipping: 3130 US Hwy 70 SE, Newton, NC 28658

Office: 828-464-3655

Web: hickorymotorspeedway.com

★ = Credentials

Event Name: Ross & Witmer 255 Presented by Appalachian Sucker Punch

Rain Date: n/a

Tickets: Hickory Motor Speedway website & Box Office

TV: Track TV, Re-Air on Racer Network (MAVTV)

Timing & Scoring: Race Monitor Mobile App

June 2, 2025 at 5:00 eastern

Series Contacts

Bob Sargent	President	217-454-0424	bobsargent10@aol.com
Marty Melo	Dir. of Operations/Sales	530-941-5642	marty.trackenterprises@gmail.com
Scott Menlen	Race Director	586-201-0378	scott.trackenterprises@gmail.com
Freddie Query	Chief Tech Inspector	704-905-5907	queryrace8@vnet.net
Tim Bryant	SSS Series Director	850-217-0539	tim@snowballderby.com
Nicholas Rogers	SSS Competition Guide	850-418-0559	racecontrol@yahoo.com

Thank You!

FOR RACING WITH US
WE LOOK FORWARD TO SEEING YOU AT THE TRACK!

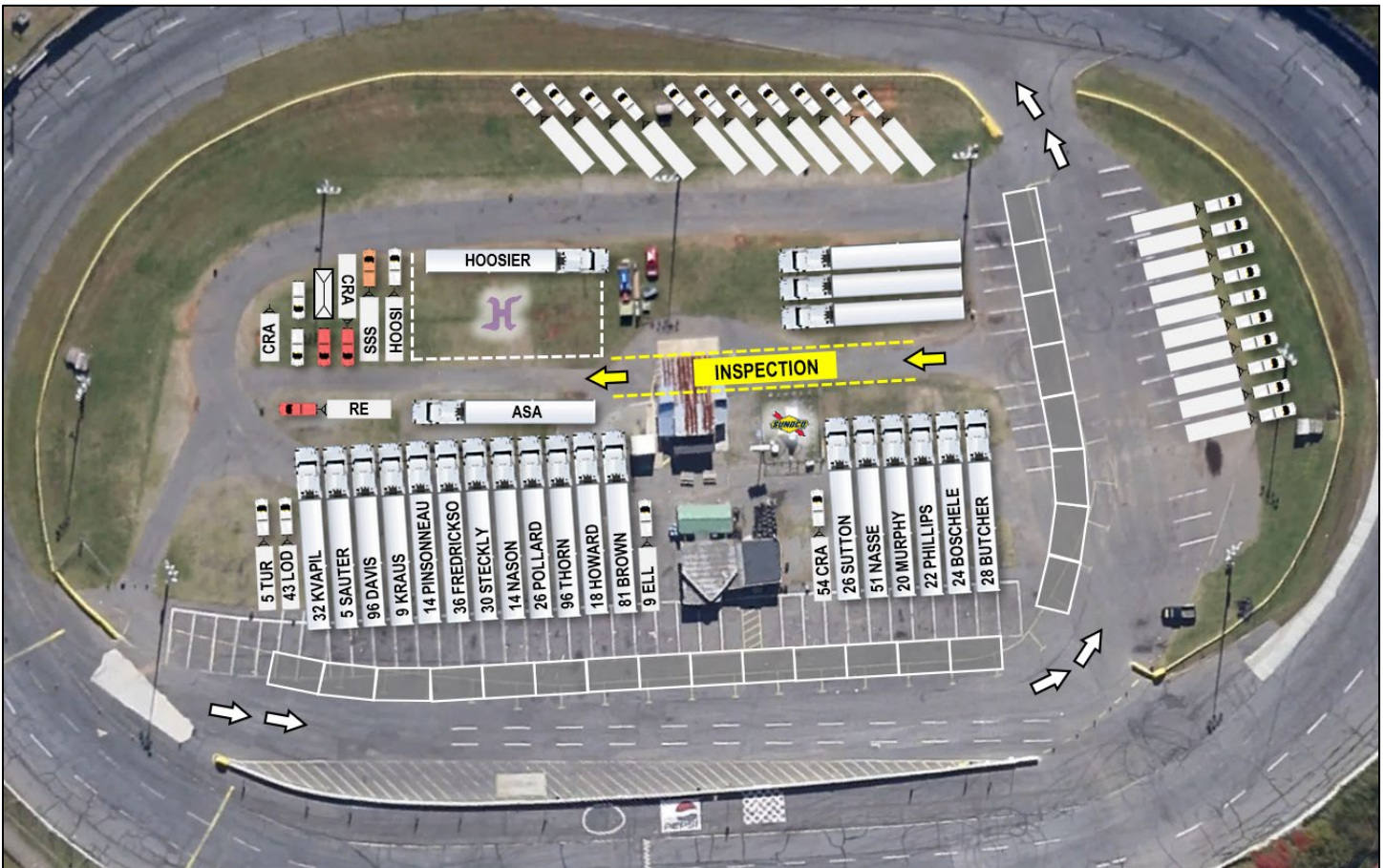




GARAGE AREA
ROSS & WITMER 255
HICKORY MOTOR SPEEDWAY

Teams will work from the hauler on Wednesday and then pit road during the race on Thursday. Hauler parking is assigned by 2025 ASA Owner Points and hauler size. Saturday pit stalls are assigned by 2025 ASA Owner Points. Please discard waste in trash can. If cans are full, please place trash in a tied trash bag.

Wednesday Hauler Parking Assignments



Thursday Race Pit Road Assignments

1	28 Cole Butcher
2	24 Gavan Boschele
3	22 George Phillips
4	20 Camden Murphy
5	51 Stephen Nasse
6	26 Dawson Sutton

7	54 Matt Craig
8	9 Chase Elliott
9	81 Carson Brown
10	18 Colby Howard
11	96 Derek Thorn
12	26 Bubba Pollard

13	14 Austin Nason
14	30 Kyle Steckly
15	36 Ty Fredrickson
16	14 Chase Pinsonneault
17	9 Derek Kraus
18	96 Spencer Davis

19	5 Johnny Sauter
20	32 Caden Kvapil
21	43 Nick Loden
22	5 Brandon Turbush



TECHNICAL INSPECTION PROCEDURES

ROSS & WITMER 255
HICKORY MOTOR SPEEDWAY

Tech Inspection

All cars participating in the Wednesday practice are required to present for inspection. Inspection will take place in the pit stalls. Inspection includes but is not limited to safety, under car, and under hood. Cars failing safety inspection may not take to the track until infraction is rectified. Weight and body inspection is not available on Wednesday.

All cars are required to go through inspection, on Thursday morning, at the designated time. Times are assigned by order of entries. A maximum of 4 crew members, plus the driver, may be in the inspection area. Tech line stations include but are not limited to templates, referee, and scales.

Cars will have 30 lbs. of air in the right side and 20 lbs. in the left side tires while in the inspection area.

Any infractions found during inspection must be resolved and rechecked by an official prior to the end of final practice. If recheck is not completed in the proper time frame, car may be placed under penalty and forfeit the fastest of their two qualifying lap times. Cars failing safety inspection may not take to the track until all infractions are rectified.

Qualifying Inspection

All cars participating in the event are required to present for inspection at the designated time. Order of inspection is determined by qualifying order. The car must be on the ground, ready to present for inspection by 3:00pm. Please wait for officials to send you to the inspection area. If additional time is needed for mechanical reasons, teams must get permission from the Chief Technical Inspector prior to the time in which cars are required to be on the ground. Cars failing to present for inspection at the appropriate time may be placed under penalty and forfeit the fastest of their two qualifying lap times.

Please have the sway bar and tape on the grill set before inspection.

Cars failing qualifying inspection will have one attempt to resolve the infraction(s). If multiple attempts are needed to rectify the infraction(s), car may be placed under penalty and forfeit the fastest of their two qualifying lap times.

Once the car enters the inspection area (and impound area), crews may not lift, tug, or adjust the car in any manner. Crew members, including the driver, are NOT permitted to be with the race car once the car is parked in the impound area without an official present. Please park the car, fasten the window net, and leave the area. Crew may return to the car at the schedule approved adjustment time. Tampering with the car in the impound area may result in penalties up to loss of qualifying lap(s).

Approved Qualifying Adjustments

A decision about the use of generators will be announced at the Crew Chief Meeting. Cool down units are not allowed. Use of such units are subject to severe penalty.

At the designated time (4:15pm) a maximum of three crew members, plus the driver, may make approved qualifying adjustments. Those adjustments are air pressure and driver comfort only. All tape must be completed prior to qualifying inspection. Tape may NOT be added after the car clears inspection.

Post-Qualifying Impound

Cars will be impounded after qualifying. The only adjustments allowed in impound are air pressure, tape on the nose and brake ducts, and stagger may be checked with a stagger stick only. Once adjustments are complete, crews must leave the car and may not return until given permission to do so by series official.

Once the field begins to grid for racing, teams may 'pull out of impound' and service car. Team will be placed under penalty, restarting at the tail of the field. Cars pulling out of impound prior to this, unless approval is granted by series official for a safety concern, may incur further penalties including being sent to the tail of the field.



RACE FORMAT

ROSS & WITMER 255

HICKORY MOTOR SPEEDWAY

Feature Race

The race is a 255-lap caution counting race, **except the final 10 laps of the race**. Cars cannot lose a lap during a caution period. **The race will be conducted in three stages with the completion of Stage 1 at lap 80 and the completion of Stage 2 at lap 160. The stage may be completed if a caution flag occurs within the final ten laps of the scheduled stage distance (lap 70-80, 150-160).** There are no scheduled competition cautions in this race. The race is complete after three overtime finishing procedure attempts.

START	POSSIBLE TO	END STAGE 1	POSSIBLE TO	END STAGE 2	FINISH
1-69	70-79	80	81-149	150-159	160
----- CONTROLLED PIT STOP POSSIBLE -----	CONTROLLED	----- CONTROLLED PIT STOP POSSIBLE -----	CONTROLLED	----- CONTROLLED PIT STOP POSSIBLE -----	

Starting Lineup

The starting field is set by qualifying results. **Starting positions 1-20 are locked in from Qualifying. Feature starting positions 21 through 24 are determined by the finishing results of the Last Chance Race. Starting positions 25 will be awarded to the car highest in ASA STARS National Tour 2025 Owner Championship point standings. Starting position 26 will be awarded to the car highest in ASA Southern Super Series 2025 Owner Championship point standings. Starting positions 27 and 28 are reserved for ASA Platinum teams.** Provisional starting positions are determined prior to the last chance race. Additional starters may be added at reduced pay.

Qualifying

Qualifying will be conducted one car at a time. Each car will receive one warmup lap and two laps on the clock. Cars may only make one qualifying attempt. An attempt is officially made when the car passes the finish line to begin the first lap on the clock. In the event a car spins prior to taking the green flag, that car may not go counter race direction.

For this event, the order of qualifying is determined by draw. Cars must qualify in the proper order. If a car misses their position, the team will be placed on a 5-minute clock to present the car for qualifying. Once the 5-minutes expires, that car may not qualify. For this event, cars will be gridded on pit road and sent directly onto the race track from turn two. After the checkered flag, cars will report directly to pit lane for impound.

In the event of inclement weather or time delays, series at its discretion may change the format of qualifying to a group qualifying format. If qualifying is canceled, the field will be set by ASA STARS National Tour 2025 Championship Owner standings. Car owners that have not earned any series points in 2025 will be lined up by order of entry behind those with points.

General Procedures

This is a 20-gallon minimum Sunoco fuel required purchase event. Fuel shall be purchased before qualifying inspection. A muffler must be used and installed in a configuration that will suppress exhaust noise to a max of 99 dbs at 100 feet. No scuffing tires in the garage area, on pit road, or around track safety workers/officials.

No cell phones, smart watches or Bluetooth devices allowed in cars at any time. Violations may result in disqualification. Lead weight must be painted white with car number marked. This will be checked.

Cars must display series windshield and required contingency decals and a transponder is required to be on the car at all times the car is on track.

Any safety infractions found during ASA inspection this year must be rectified prior to Practice 1.

All cars are required to use ASA provided ignition boxes.

The draw conducted at the Crew Chief Meeting is the same draw used for tire stacks, ignition boxes, and qualifying order.



CONTROLLED PIT STOPS
ROSS & WITMER 255
HICKORY MOTOR SPEEDWAY

Pit Cycle

Controlled pit stops will occur every time the caution flag is displayed unless Race Control, at their discretion, calls a 'Quickie Yellow' or no cars come to pit road the first lap pits are opened.

The controlled pit stop cycle is three laps.

When pitting during a controlled pit stop cycle, cars that pitted will return to the track in the same order as they entered the pits, relative to the cars that pitted, and will line up behind the cars that stayed out. Cars returning after the controlled pit cycle is complete (3 laps) will be realigned behind the cars that return in time. To remain in the cycle, cars must beat the pace car off pit road, the third time by. Cars pitting too soon or out of cycle (second time by, or later, after the pits are opened) will be penalized and restart behind the cars that pitted correctly.

Pitting Procedure

Cars shall remain single file behind the pace car during the caution. Do not pullup to pit. Remain in line until your car reaches the designated pit entry point.

The pit road speed limit is 30 mph.

Cars must pit within their designated pit box.

Only traditional tools and procedures may be used during a pit stop. All pit equipment and crew must remain behind the pit wall until your car is in the box. A maximum of 5 crew members allowed to service the car. No shorts or open toe shoes for over the wall crew members please.

All four tires may be changed. Race tires may only be changed during a controlled pit stop cycle.

Pit Road infractions including but not limited to speeding, running the stop board, pitting out of the box, too many men over the wall, equipment leaving the box, etc. will result in a penalty of restarting at the tail of the field.

Tires

The approved tires for competition are Hoosier Racing Tires ST1* left side and ST3* right side. This is an 8-tire maximum race, except for approved flats. Tires are impounded. Approved tools in the impound area include tire gauge, tire tape, and air hose. Car number decal must be on wheels.

Teams may purchase a maximum of 8 tires to be used during Practice. These tires, once scuffed, are the only tires that can be used as approved emergency spares during the race. Tires shall be scanned/stamped by an official prior to leaving impound.

Teams may scuff race tires in Final Practice. Tires must be returned to impound by the conclusion of Final Practice.

Qualifying tires will be impounded until the designated release time (2:45pm). Tires must be scanned/stamped prior to leaving the impound area. Cars must start the race on the same tires used for qualifying.

For the race, teams may have two of their stamped practice scuff tires in the pit box to be used for approved emergency flats only. All flats must be approved. Race tires can only be changed during a controlled pit cycle.



RACE PROCEDURES

Initial Start: Flagman starts the race. Cars must stay in their lane until the finish line. No jumping a start or changing lanes before the finish line. If a green flag lap is not completed on the initial start, there will be a complete restart with all cars back in their original starting position except for any cars that are penalized, receive assistance, or cars that pit.

Stages: The race will consist of three points paying stages. The red/white/blue ASA STARS flag will be displayed at lap 80 and 160 signifying the completion of the stage and should be treated accordingly. Caution lights will illuminate when the lap is completed.

Yellow Flag: There will be no racing back to the caution. When the yellow flag is displayed, all cars must slow to a caution pace and bunch up as quickly as safety allows, so safety crews can work on track. All cars must get single file and stay single file. Lineup disputes will be settled by race control. Failure to comply can result in penalties including being placed at the rear of the field and up to disqualification. No tire scuffing around workers on track.

Cars Involved in the Caution: Only car(s) directly involved in bringing out the caution will go to the tail of the field. Any cars that spin or stop but were not directly involved with the initial cause of the caution, will get their spots back if they do not go to pit road. Rough driving will not be tolerated. If contact with a car causes a yellow flag and the contact is not a "racing incident," that car will also be sent to the tail. Rough driving can result in penalties including being sent to the tail of the field or possible disqualification from the event. Cars intentionally creating or stopping on the track to create their own caution will receive a two-lap penalty.

Restart: Restarts will always take place in the box coming off turn 4. The restarts will be double file and will use the choose rule described below for restart lineup. Once the pace car leaves the field the leader can steadily increase their speed until the box. Leader must accelerate first, once in the box. No slowing, weaving, brake checking or decrease in acceleration once the pace car leaves the field. The MINIMUM restart speed is 45 mph. Cars must stay in their lane until the finish line. No jumping a start or changing lanes before the finish line. **Two restart infractions will result in car(s) being penalized, restarting at the tail of the lead lap.** If a green flag lap is not completed before a yellow comes out all cars should go back to their prior position except for any cars that are penalized, receive assistance or pit.

Restart Line-up - The field will be realigned according to the last completed lap. The field will be realigned in the following order: lead lap cars, lead lap cars that pitted, lapped cars, lapped cars that pitted, lead lap cars under penalty, lapped cars under penalty, free pass car, and waive around cars. Field will choose at designated point just past the finish line when instructed to by race control. All cars are eligible to choose at the cone. Restarts will be double file. Cars may choose the inside or outside lane as they approach the choose cone. If a car strikes the choose cone or changes lanes after the cone, that car must restart at the tail of the longest line. Any disputes in track position will be resolved by a call from race control. Failure to lineup in proper position may result in a pass-through penalty.

Red Flag: All cars must stop as quickly as safely possible when the red flag is displayed. Cars may go to the pits for crews to work on them, only after they have received approval from race control to do so. Cars pitting under red must restart at the tail of the field.

Black Flag: Cars that receive the black flag must go to pit road immediately. If a car does not go to pit road within 3 laps, that car's scoring will stop until the situation is rectified. Check with the spotter for guidance from race control.

Wave Around: At the end of any caution period, any cars that are at the tail of the lead lap, behind the pace car but in front of the race leader will be "Waved Around" to pass the pace car and return to the tail of the lead lap cars, thus ensuring that the leader of the race will always start the race at the head of the field. Cars using the "Wave Around" cannot pit during that caution period.

Free Pass: At the time the caution comes out, the first car behind the leader 1 lap down will be deemed to be the Free Pass (if free pass is the cause of the yellow then it would go to the next car in line). Free pass will stay in their position (Free Pass may pit if they elect to), until directed to pass the pace car or drop to the tail of the field and have your lap added manually. No free pass will be awarded unless a green lap is completed or in the last 10 laps of the event.

Slow Cars: Slow cars will be advised in the drivers meeting which lane to utilize in the presence of lead lap cars during the race. Lapped cars that create problems for lead lap cars may be penalized. Lapped cars should let the leaders go by on the preferred lane and then resume racing. Lapped cars that are repeatedly passed without giving the preferred lane during the race may be penalized. Cars fighting to stay on the lead lap are not forced to yield to the leaders until the leader has passed them.

Scoring: Transponders will be used for scoring. Teams must return the transponder to the series registration trailer before leaving.

Spotters: Spotters are required to be in the designated spotters stand during racing activities. Only one spotter per team is allowed in the spotter stand, no guest. Spotters must have the ability to listen to race control via a standard electronic scanner or dedicated radio at all times during the event. The frequency for this event is ASA 467.7875. If the spotter leaves or is removed from the spotter's stand, the car will be black flagged.

Post-Race: The top three finishers report directly to the victory lane area. Fourth and fifth report to the inspection area. Additional cars may be captured. Crews may touch the cars only how and when they are directed to by series officials.