

INSPECTIONS AND PROTEST

A. INSPECTIONS

- 1) The frequency, method, timing and type of car inspections and the number of cars to be inspected at any ASA Midwest Tour event will be determined by ASA Midwest Tour event management. ASA Midwest Tour reserves the right to seal, mark or impound cars competing in their specials for inspection purposes.
- 2) Illegal items escaping detection during inspection does not make them legal.
- 3) The car owner (or driver in the car owners absence) will be required to identify the make, model and year of the passenger car, which was the basis for his race car both on the entry blank and at the time of initial inspection. In addition, where appropriate, the car owner will be required to identify the make, model, and size of the carburetor used on the engine and to certify if the engine meets the requirements of the accepted

EVENT PROCEDURES AND CONDUCT

These include the ASA Midwest Sportsman and ASA Midwest Trucks. Laps, inverts and locked in cars/trucks will vary from Super Late Models. TRUCKS AND SPORTSMAN will see top 16 in qualifying locked into the event and an invert of "6" plus the roll of the dice. Provisional positions listed below for Trucks and Sportsman.

A. QUALIFICATIONS

- 1) The order in which the cars will qualify will be determined by a drawing for lucky number of the day and will qualify in numerical order going up from the next highest number. (ie. #32 lucky number, 33 is the first to qualify).
- 2) Time trials will generally be two (consecutive) laps with the faster of the two laps counting as the official time. In the event of ties, the driver turning their time first gets the "faster" position.
- 3) Cars must qualify in that order. Out of order qualifiers will be subject to other fines and penalties.
- 4) Cars not qualifying in proper order may be allowed one or two laps at a designated time according to circumstances and the decision of the chief steward.
- 5) In the event of a major oil down during time trials, the chief steward may allow an extra warm up lap to those cars which remain to qualify.
- 6) A maximum of a three-minute break will be allowed at the end of qualifications for late qualifiers before closing time trials.
- 7) Drivers must run the tires you qualify on in the feature and ALL other races you race in that event.

B. FEATURE LINE-UP

- 1) The fastest eighteen (18) cars will automatically qualify into the main feature event. The balance of the field advances by transfer positions that are notated on the entry form. On most occasions the top five (5) remaining positions will transfer directly from a 25-30 lap last chance event. At some events a second last chance will need to be run based on track size and car count allowing for the top two (2) to transfer into the main event and one more provisional will be added
- 2) At all events the fastest qualifier will roll one die (dice) and that number plus eight (8) determines the inversion among the remaining cars.
- 3) Officials reserve the right to start any car in the rear of any race for any reason.
- 4) **Officials may increase or decrease the size of the field of cars in any event at their discretion. If cars are added to ANY event outside of what the entry form reads, they will NOT receive main event points nor will their position effect another competitors finishing position for points.**

- 5) A five minute warning and a one minute warning will be given for the feature cars to line up. At the end of the time limit, fines may be assessed.
- 6) Once an alternate is placed in an event, the original starter may not join that event.
- 7) **Qualifying events or transfer heats will not be utilized in 2011 unless notated on the entry form.**
- 8) The last chance race (s) will be for all cars that are not locked into the top 18 in qualifying. The last chance transfer winners will start directly behind the 18th fastest qualifying position. (19-23). On most occasions the top five (5) will transfer unless two (2) last chance events are needed due to high car counts and the size of the track.
- 9) In 2011 there will NOT be an INVERT added to the last chance feature event. The 19th fastest qualifier will be starting in the 1st row inside of the last chance event. The top five (5) will transfer. In the instance when two (2) last chance features must be run due to high car counts, each race will be divided based on an odd/even lineup. The invert for two last chance events will be zero (0).
Note: (SLM Lap Count for Last Chance- 25 Laps ½ mile or larger, 30 Laps- 3/8 or smaller. Entry form will dictate.
- 10) **ASA Officials reserve the right to adjust the amount of laps needed for a Last Chance event based on the amount of cars eligible at any time.**
- 11) In most programs (example: single 100-lap feature), the **fastest eighteen (18) qualifiers** will compete in odd and even fast dashes, with an **INVERSION OF FIVE (5)** for each race. Those competitors must race in a competitive nature and up to full race speed at all times or may risk disqualification. Any driver lagging back in an attempt to save tire wear will be penalized and or disqualified at the series director's discretion. Alternates (if called) will start in the rear. **Note: (SLM Lap Count for Fast Dashes: 8 Laps- ½ mile or larger, 10 Laps- 3/8 or smaller.**
- 12) **Trucks and Sportsman Divisions will run a Fast and Slow heat with a total inversion at each event.**
- 13) **TRUCKS AND SPORTSMAN- Starting Positions**
At most events the starting field will be regulated by track size and notated on the event entry form. The standard starting field will range from 20-26 cars or trucks. If the local track has a Sportsman division, the track will be issued one (1) points provisional for the competitor highest in local points, not making the show in qualifications. If the local track does not have a Sportsman Division, the provisional positions will be granted to the two highest competitors in current ASA point standings for each division. All ASA Member rules apply!
- 14) Only the laps started by the leader under green will count, unless otherwise stated on the event entry form. Restart line-ups are according to the running positions at the time of the yellow or red flag, unless involved in the incident, regardless of where the cars are on the track.
- 15) If the relative position of the cars cannot be determined at the time the caution is first displayed, their position the last time they crossed the start/finish line will be used. Cars involved in yellow or red flag incidents (in events of 100-laps or less) generally will NOT be scored as losing a lap, even if the leaders pass them while they are delayed at the incident.
- 16) Once half of the publicized distance is completed, officials may call the race complete at any point for any reason. Positions will be paid according the restart line-up.
- 17) In the case of cars finishing in less total laps than the winner, the car finishing the most laps first is awarded the higher position, regardless of whether the car is running at the finish or not. The scoreboards, lap counters and announcers are unofficial unless otherwise announced.
- 18) ASAMT has the "Lucky Dog" for the first competitor that is considered a lap down and the yellow flag is displayed. **All lapped cars will drop to the bottom and fall to the tail of the lead lap line. Scoring will notify the recipient of the "Lucky Dog" that they have been given their lap back and are on the lead lap. (See choose rule info on lucky dog below)**

- 19) **Due to double file restarts, the competition caution (yellow) will NOT be used in 2011. The ASA Midwest Tour, ASA Trucks and ASA Sportsman will utilize DOUBLE FILE RESTARTS in all three divisions in 2011. The Choose Rule for restarts will be in effect at all times. Officials may at any time switch to single file restarts if five (5) cautions have plagued an event or with a green white checkered finish. Double file restarts will continue even after 5 cautions on events over 125 laps. (Elko,Iowa) The race director can decide at anytime beyond 125 laps if there is a need to continue single file restarts.**
- 20) **Chose Rule:** On restarts, the lead car remains out front while all others line up double file behind the leader. Drivers will be notified by the flag man and race director that the **orange traffic cone** is about to be placed in the center of the track on the **back stretch**. Leaders have the option to choose either lane (high or low) but may NOT BLOCK both lanes of traffic on a restart and will be warned and subsequently black flagged if lane blocking happens continually. All cars behind the leader must choose the high (outside) or low (inside) lane for their restart. Drivers must select a lane upon reaching the cone and must stay in that lane until the green flag is displayed. Cars may gain positions by selecting the shortest lane. Cars involved in a current caution or returning from the pit area are not eligible for the cone and will restart at the tail of longest lead lap line if they are not a lap down. Cars changing lanes after the cone will be given the consultation flag to report to the pits. They may rejoin the field at the tail end of the longest line. All others must remain behind the leader until the green is displayed. Lapped cars will ALWAYS drop to the bottom during cautions and fall to the end of the longest line of lead lap cars, in single file order. The "lucky dog" is still in effect so that lap down cars can have the opportunity to receive their lap back. The "lucky dog" is **not** eligible for the cone and must lineup at the end of the longest line of lead lap cars. Passing is permitted after the green is displayed. With 10 laps or less remaining in feature events, **officials may implement single file restarts at their discretion**, cars not up to racing speed or laps down will be sent to the tail end of the longest line on restarts.

C. DRIVER CHANGES, PROVISIONAL STARTERS

- 1) Driver changes, if approved, go to the rear of the race(s) the car has qualified for.
- 2) **All current Nascar paid celebrity guests must qualify in a normal fashion in order to make a ASAMT event. If the guest does not make the event thru qualifying or any transfer events, they may be placed at the tail of the field in 27th position of a normal 26 car field. They will NOT be given series event points if they do not qualify normally for the event.**
- 3) **At ALL ASA events and or where space permits, one or more provisional starters in the most recent (current) ASA Midwest Tour points may be added to the feature field. This person must be a fully registered ASA Member and in good standing to be eligible for the provisional.**
- 4) Provisional placement will be as follows:
 - Position 24: Highest in ASAMT Points (current)
 - Position 25: Highest in Local SLM Points or ASAMT Points
 - Position 26: Highest Touring Star to not make the event.If all Touring Stars are in the event, reverts to highest in ASAMT Points.
- 5) On most occasions when racing at a local track where SLM's compete on a weekly basis, a provisional will be offered. The driver with the highest amount of points from the local tracks current SLM point standings will be eligible. This driver may also be a ASA Midwest Tour competitor that has competed in 75 percent of local events for the prior year or current years points and must also be a fully registered American Speed Association member (ASA Member Track or ASAMT). If the driver highest in local points is not a full time ASA Member, the provisional will

based on requirements the provisional will revert to the next highest in ASAMT Points. When racing at a facility where SLM's do not compete in the current year, the provisional will revert to the highest in ASAMT points. The first 2 racing events of 2011 will be based on 2010 year end points for provisionals.

- 6) Officials have the option of not awarding a provisional spot to a driver disqualified in an earlier event.
- 7) A driver may use their provisional starting status only a maximum of **TWO** times per season.
- 8) **Any driver that has Touring Star status, will be allowed one (1) additional provisional totaling (3) in any one year.**
- 9) **Any ASA Midwest Tour competitor's provisional allowances may also have the potential of increasing by one, due to the local track point's provisional position.**
- 10) **If at any event, the car count is below the normal starting field of 26, and a driver that has exceeded his provisional allowances does not qualify or transfer into the event, he or she may still be placed in the field due to low car counts.**
- 11) A driver may decline to use their provisional start option at one event with the possibility (not guarantee) of using it at a later event.
- 12) Provisional starters for the first two events of each season will be based on the final top twenty in point standings from the prior year.
- 13) The announced starting field may be increased by one to add the most recent ASA Midwest Tour champion not yet in the field.
- 14) Once a driver is qualified for a feature event, if a mechanical failure or accident disables his or her car, they may start the event in an alternate car that has also qualified to start the main event.
Example: Car 1 will start the main event through a qualifier event transfer. Car 2 wrecks in a Last Chance event but would be eligible for a provisional based on points. If Car 2 is offered a starting position by Car 1 or any other car that has been given a starting spot in the 26 car field, the driver of Car 2 can start that event and receive points for his or her finishing position. All other previous points accumulated by Car 1 or Car 2 will go to the original drivers.
- 15) If the feature event is run more than one day after the driver qualifies, drivers needing to run in alternate cars may retain their original starting position.

D. PRELIMINARY EVENTS

- 1) Feature cars not running in their assigned preliminary events, unless specifically excused by the chief steward, will be required to start in the rear of the feature.
- 2) In rare cases where extra practice laps are allowed for an individual car or driver, that car must start in the rear (or next to the rear) of any remaining events where it may be eligible.

E. FLAG RULES

- 1) Specific flag rules and special situations (including events of over-100 laps when some yellow flag laps do count and where pit stops are a factor) will be covered in specific event entry forms or at drivers' meetings.
- 2) Unless announced otherwise, the yellow flag laps in ASA Midwest Tour events of- 150-laps or less DO NOT count 151-laps or more DO count unless otherwise announced.

F. STARTS AND RESTARTS

- 1) All starts and restarts are to be nice and even. These are not to be "drag race" starts and shifting gears will not be allowed. Cars shifting on restarts will be cause for a restart and will be penalized a minimum of three (3) positions immediately by the race event director.
- 2) In anticipation of a start, the caution lights around the track will be turned off (and the green light may be turned on). The race starts with the green flag. On the original start, no passing is allowed until across the start/finish line.
- 3) On restarts, passing is allowed only on the outside as soon as the flagman waves the green flag. The

(outside) coming for the green flag.

- 4) If a false start occurs, generally the cars return to their original positions.
- 5) In order to reduce the likelihood of an “accordion effect accident” during false start/no-start situations, the flagman may display the green flag followed by yellow lights as the lead cars exit the second turn. Pay attention to the lights.
- 6) While single file before the start of a feature race (on the parade lap), cars out of the line may rejoin in their proper assigned position; once the crossover starts, anyone out of line must join at the rear.

- 7) ALL RESTARTS WILL BE LINED UP **Double FILE**. Lapped cars should maintain the position they were running on the track relative to all other cars and stay in tight formation.
- 8) The race leader must be the first car across the line on the restart.
- 9) Lapped cars may attempt to regain a lap of a race with the leader for three laps but, if the pass is not completed, must back off.
- 10) In case of a yellow in the first lap of a race where the yellow laps count, the cars should re-align themselves in single file order as they were on the parade lap except for those involved in the incident. Officials will then adjust that lineup as necessary.
- 11) In case of a first lap false start, yellow flag or red flag, the flagman may signal for a complete restart according to the original two-wide line up. Any car making a pit stop during this situation will restart at the rear.
- 12) If you question your restart line-up position, pull alongside the car you think you should be in front of to signal the officials. The officials will then check with scoring, resolve the question and direct you into your proper position. When that decision is made, it is final.

G. TWO LANE RACING

- 1) In all ASA MIDWEST TOUR events, there will be at least two lanes for racing. The front car has the right to pick their lane, but he must allow challengers another clear lane to attempt to pass. Consult the Chief Steward for additional clarification, if needed.
- 2) A fail to tail rule will apply at all events. Drivers who fail to tail the car that they trail will go to the back of the pack!
- 3) All cars that are involved in an accident that causes a yellow caution will be sent to the rear. Any cars that spin to avoid an accident will be given their original spot back in line.
- 4) Cars using two lanes to block other challengers will be warned. Cars will be given two warnings and stated as such so all spotters can hear the warning. The car being challenged must immediately pick a lane. After the second warning from the race director. Rule No. 2 and 3 (Above) does not apply except any cars that spin to avoid an accident will be given their original spot back in line.
- 5) Cars being lapped must hold to the inside lane.

H. YELLOW AND RED FLAGS

- 1) When the yellow flag and/or lights are displayed, hold your position and proceed with caution. **DO NOT RACE TO THE START/FINISH LINE. DO NOT PASS.** Your restart position will be the running position you are in when the yellow is first displayed.
- 2) Officials reserve the right to restart any car at the rear.
- 3) Officials reserve the right to utilize the yellow to check leading cars, which are suspect and are being considered for a black flag (leaks, smoke, sparks, etc.). After they are checked, if okay- they keep their position, if sent to the pits, pit stop rules will apply.
- 4) In most cases during events of 150 laps or less, cars involved in accidents will be credited with completing that lap for scoring purposes even if they were passed by the leaders while delayed at the accident.

I. BLACK FLAG

- 1) Cars receiving the black flag must go immediately to the pits for consultation. After the problem is

corrected, they may return to the race. A car receiving the black flag will not be scored if it remains on the racecourse and additional penalties may be imposed.

- 2) After three laps under black flag, the scoring card will be pulled and/or scoring ceased permanently.

J. PIT STOPS

- 1) Cars making pit stops under the yellow or red flags will be required to restart in the rear.
- 2) Pit crews are not allowed on the track and drivers may use no tools while on the track to repair or adjust their cars. Under red flag conditions they may clean their windshields and check and lower tire pressure if allowed to do so by the race director.
- 3) PACE CAR (48-sec laps, 42 mph recommended on half-mile) -Pitting under yellow: Must form-up single file behind pace car before pitting. Those pitting early will have to start dead last.
- 4) Once the pace car picks up the leader, those wishing to pit may pull to the designated lane (inside for infield pits) beginning at designated point (announced at driver/crew chief meeting) and then should pull up to the rear of the pace car.
- 5) At some events a flagman will control the "pit closed" and "pit open" situation. Those signals must be obeyed.
- 6) To reduce congestion in the pits, cars on the lead lap should pit on the first lap the pits are opened. Lapped cars may pit on the next lap.
- 7) NO PASSING OR RACING PERMITTED WITHIN THE PITS.
- 8) There will be a penalty for entering the pits other than thru designated entrance. Competitors that do so will lose at least one lap.
- 9) Stop 'n' Go Sign at the end of the pit lanes must be observed.
- 10) Cars pitting under caution must rejoin the field at the rear.
- 11) Cars leaving infield pit areas under green flag conditions must stay below the yellow merge line until up to racing speeds.
- 12) In events of 100 laps or less (when yellow flag laps do not count), cars joining or rejoining the field AT THE REAR after the leader takes the green flag and passes the car exiting the pits will be scored as follows: a) joining from infield pits (example, Milwaukee, or La Crosse), that lap will count in scoring. b) joining from pits outside the track where the track entrance is near turn "two" (example: Grundy, MIS) that lap will count in scoring. c) Joining from pits outside the track where the track entrance is near turn "four" (example: Illiana) the first lap across the start/finish line will not count in scoring. d) Note: Cars joining by blending into the midst of the field will result in a one-lap or greater penalty.
- 13) Cars that have to change a tire during the half way break that is going flat or is flat on the rim must start at the rear of the field. Replacement tire (s) must be used and approved by the ASAMT Head Tech Official.
- 14) There is no penalty for replacing tires under green flag conditions or tires at any time, which come in flat on the rim.

K. CHECKERED FLAG

- 1) The checkered flag ends the race for all, regardless of the number of laps completed.
- 2) The race will NOT end under yellow. The last two laps will be run under green (not necessarily consecutive) if possible. The event length could be extended 5-or-10 laps or more...plan accordingly with fuel supplies! a)(The event could be ended by a red flag and the positions paid according to the order the cars would have been restarted.)
- 3) If necessary, the length of the race will be extended due to yellow flags with two laps remaining so the final two laps are completed under green. a) IMPORTANT NOTE: IN NO SITUATION ARE THE CARS TO RACE BACK TO THE FINISH LINE UNDER YELLOW OR RED CONDITIONS...THIS INCLUDES THE FINAL LAP OF THE RACE.
- 4) Once the leader receives the checkered flag, the race will be complete. If the yellow were displayed following the leader receiving the checkered flag, those remaining are to slow and proceed with caution. a) The remaining cars would be scored in the position they held when the yellow was

displayed (except for those involved). If that relative position could not be determined, they would be scored in the order those cars in question crossed the finish line on their last completed lap.

L. FEATURE INTRODUCTIONS AND START

- 1) Line-up the ASA MIDWEST TOUR cars diagonally (left rear tire on the car number chalked on the track and at a 45-degree angle) a) Brief driver's meeting (optional) near start/finish line.
- 2) Introduction of the feature drivers from back to front. a) Drivers as introduced, should come to the middle of the track (in front of cars), wave, shake hands as appropriate and go to their car. b) Strap in, hook-up radios, prepare to start engines. c) Uniformed crewmembers standing next to driver's window. d) **WAIT** for countdown signal (approx 2-minute delay).
- 3) The ASA Midwest Tour Countdown: 6-5-4-3-2-1-Let's Go ASA Racing! a) As soon as each car starts, crewmember raises right arm. b) At the flagman's signal, roll out single file. c) Crew members then return directly to pits.
- 4) LAP 1: Wave Lap - Single File a) The announcer will ask the FANS TO STAND! b) The fans will be waving programs, hats, souvenir flags, etc. c) At night races, fans will be asked to light, cigarette lighters, flashlights in a thousand candle salute to the ASA MIDWEST TOUR stars and cars. d) Drivers should wave back vigorously! This is Showmanship.
- 5) LAP 2: Cross-Over: Go to "two wide" formation at the start/finish line as directed by the flagman. a) The pace car will slow in turn one to allow the field to catch-up.
- 6) LAP 3: Remain "two wide" and in formation
- 7) OPTIONAL "FOUR WIDE" ASA MIDWEST TOUR PHOTO LAP (Items L-7 thru L-9) a) First introduced at Silver Anniversary Oktoberfest Race Weekend on October 9th, 1994. b) Two cars in the line-up (just past the center of the field) will be designated to pull their 'rows' forward to make the four wide formation. c) In a 24 car ASA MIDWEST TOUR feature race, those designated cars would be starting positions #13 and #14.
- 8) LAP 4: PHOTO LAP- Go to "FOUR WIDE" Formation. a) Start to form "Four Wide" at the ASA MIDWEST TOUR steward's signal, usually at the beginning of backstretch. b) The pole and outside pole cars must stay close to the center of the track as possible. c) The pace car will slow allowing the outside front rows to catch up well before turn three. d) Refer to diagram, stay in tight formation in your row. No weaving. e) As the cars pass the stands, EVERYBODY WAVE AGAIN! This is showmanship.
- 9) LAP 5: Fall back to "Two Wide" formation at the ASA MIDWEST TOUR steward's signal which will usually be at the beginning of the backstretch. a) The pace car will speed up significantly coming out of turn two. b) This allows the front half of the field to pull away, thus allowing the outside rows to fall back into place. c) The pace car will leave the track (briefly, for about three laps)
- 10) NEXT 3 or 4 LAPS: Hot laps to warm and clean tires (Optional). a) Slow and reform "two wide" at the blinking caution light.
- 11) THEN: The pace car returns to the track to pick up the front row.
- 12) NEXT LAP: Prepare to start, stay formation.
- 13) THEN: "One-To-Go" signal from flagman. a) Lights out on pace car, pace car exits. b) No more swerving or jerky moments to 'clean' tires, etc.
- 14) AND FINALLY: Possible green flag start of the ASA MIDWEST TOUR Feature. a) Note: The number of pre-race laps may vary.

M. ALTERNATE LINE-UP PROCEDURE

- 1) At certain events, like those delayed by rain, it may become necessary to determine the line-ups by a method other than time trials.
- 2) If the number of cars qualified represents more than 75% of the field entered and present, time trials may be declared complete.
- 3) If time trials are cancelled, all times, records, points and purse will be erased for time trials.
- 4) All line-up procedures are subject to adjustment as may be announced.

N. PITS AND RESTRICTED AREA

- 1) All persons in pits, track, or infield, will at all times conduct themselves so that races will not be delayed, and will consider their own safety, and the safety of others of the utmost importance.
- 2) At any time when the conduct of any team member or driver becomes a discredit to the series, the speedway, the motor sports industry, or to himself, he or she may be removed from all racing activity in the series.
- 3) The driver is responsible for all people associated with his car and/or signed in with the car.
- 4) Proper uniforms are recommended for all crewmembers.
- 5) At televised events, only properly uniformed crewmembers may assist the driver at the car when the command to "start the engines" is given.
- 6) PIT ASSIGNMENTS: At certain tracks where desirable pit locations are limited, officials may reserve selected positions for the highest ranking entries according to points.
- 7) The size, height, length, and weight of hauler units may determine where they are permitted to pit.
- 8) Oversized hauler units may not be allowed in infield pits or may have to pay a parking fee.
- 9) If you wish to pit together, please arrive at the track together.
- 10) Bright work lights in pit area may not be directed towards track, flagstand, official observers, scorers or grandstands.
- 11) At some tracks standing on top of haulers will not be permitted.
- 12) **SPOTTERS:** Team spotters in uniform and with radios will be permitted in selected elevated areas for certain events. ALL Spotters will be required to monitor the Race Director via scanner during all hot track activities. **The Scanner Frequency for the ASAMT is 455.30000**
- 13) Spotters using FOUL or improper language to any other spotter and crew member or series official is NOT allowed. **Any report of such abuse will have a \$250 fine assigned to the associated drivers event pay. Second offense fines will be \$500 and the driver will be removed from on track competition.**
- 14) Tire softener is not permitted in the pit area, even inside haulers or tow vehicles.

O. ASSIGNING RIGHTS

- 1) All participants empower Cars and Stars Promotions, LLC. dba, ASA Midwest Tour, to represent them in assigning rights for reproduction of sanctioned events by electronic and/or print media and automatically assign rights to utilize their name, facsimile, etc., in media-related materials and/or advertising and promotion of sanctioned events.

PURSE, PLANS, BONUSES, POINTS

A. PURSE

- 1) Only events completed and positions actually started will be paid. There will be no exceptions.
- 2) The purse winnings will be paid by check. The checks will be mailed from ASA MIDWEST TOUR office within ten (10) business days following the competition of the event to the owner listed on the entry form. This has been applied in order to allow for all competitor checks that are issued to the ASAMT time to clear in case of insufficient funds. All checks must be cashed within 30 days of the event or the check will be void. Checks returned for insufficient funds will be charged an additional \$25 fee.
- 3) Additional starters beyond the advertised size of the starting field may have their purse adjusted (reduced) by an amount equal to the prize money for the last place.
- 4) If an ASA MIDWEST TOUR Special is forced into using a rain date, management reserves the right to reduce the basic guaranteed purse by up to 33%. ASA MIDWEST TOUR reserves the right to postpone events into the following calendar year.
- 5) The actual purse paid shall not exceed 100% of total front gate receipts.

B. CONTINGENCY AND SPECIAL AWARDS

- 1) Contingency and special awards are made directly to the car owner by the manufacturer and distributors posting those awards. The awards may be in cash, product or credit.
- 2) ALL Decals must be in place and visible in a professional manner before each car makes its initial qualifying run. Cars not abiding by these rules will not be allowed to qualify.
- 3) Most awards require verified use of the product(s) and prominent display of their decal/logo on both sides of the car. ASA MIDWEST TOUR will notify the appropriate accessory firms.
- 4) If you think you are eligible for a contingency award, notify an ASA MIDWEST TOUR technical steward and assist him in verifying your use of the product and proper display of the decal. Supply serial numbers when necessary.
- 5) **CAR NUMBER SIZE- The size of any door number must be a min of 24” inches and 3”inches in thickness. The size of any roof number must be a minimum of 30” inches with 3” inches of thickness. The roof numbers shall face the grandstand for readability.**

C. CHAMPIONSHIP POINT SYSTEM

- 1) ASA MIDWEST TOUR ‘Championship Points’ are awarded to all participating drivers, whether members or non-members. Contingency, product point fund and other special awards are made only to car owner members based on their driver’s finishes or performance.
- 2) All participants will receive 50 “show up” points for attempting to qualify for a ASAMT event.
- 3) The driver starting a car in an event receives all points earned in that event, regardless of the number of drivers subsequently relieving or replacing the original driver
- 4) All approved entrants presenting an operable, legal car for competition at an ASA MIDWEST TOUR special will receive a minimum of one championship point.
- 5) The eligible rookie’s total points will determine the ‘Rookie-of-the-Year’.
- 6) The Point Distribution shown below will apply for all ASA MIDWEST TOUR programs, unless otherwise announced.
- 7) At some events, due to the size of the field, a driver may compete in more than one (10 point to win) heat race. That additional race usually is called a consolation event. In that case, the driver will be awarded the points from the heat race event where they attained their highest finish position. (example: If the driver finished 6th in their heat race and 3rd in consolation, they would receive 8-points.)
- 8) Tie Breaker: Ties in point standings will be broken by the most feature wins; if still tied, then most feature second places will be considered, etc., until the tie is broken.

D. Touring Stars Bonus Program

- 1)The ASA Midwest Tour “Touring Stars” program was developed to help the series promote each special event prior to, during, and after each event. Each year a group of Touring Stars will be selected to the travel bonus program. The selections will be based off of the top fourteen (14) in series points from the previous season with one (1) position added for the highest finishing ROY of each race, totaling 15. Drivers that decline Touring Star status will move eligibility down to the next highest driver in previous season ending points that competed in 75 percent of the events. If no other drivers are eligible, the open spots will revert to highest in series points after the 2nd event is complete.
- 2)The Fourteen pre-selected Touring Stars will be required to sign an agreed upon contract with a promise to attend all ASAMT events and to participate in all promotional programs or opportunities. Failure to do so will result in removal from the bonus program.
- 3) Reigning Champions will be given automatic inclusion into the new years Touring Star program if they finished in the top 20 the prior year. That Champion must still follow the current year guidelines of attending all events in order to receive those bonuses.

until they arrive at the following or next ASAMT Event. The prior event bonus will be issued on the following event pay check. Touring Stars will be allowed One (1) excused absence due to unforeseen reasons that is approved by the ASAMT office. If an event is missed or unexcused and not approved, all monies will be forfeited and the driver will be replaced by the next driver, which is highest in current season series points. **Drivers will receive the TS bonus for the last event of the current season, after attending the first event of the next racing season.**

5)The added Touring Stars positions will be as follows.

15th- Highest Finishing Rookie of each race.

6)Touring Star Bonuses will be paid out in 2011 on an equal basis. Each eligible Touring Star will be paid an equal amount of (amount pending for 2011) per race as a touring star bonus no matter your finishing position. The eligible driver will receive that award as an addition to their winnings at the next event that they attend. (ie. When checks are sent out for the following event the bonus will be included on that check)

ASA Midwest Tour Feature Event Points					
1	100	11	75	21	65
2	94	12	74	22	64
3	89	13	73	23	63
4	85	14	72	24	62
5	82	15	71	25	61
6	80	16	70	26	60
7	79	17	69		
8	78	18	68		
9	77	19	67		
10	76	20	66		
ASA MIDWEST TOUR LAST CHANCE POINTS					
Note: A driver will not receive points for their finish in both the last chance and the feature event in the same program					
1	No Points	11	45		
2	No Points	12	44		
3	No Points	13	43		
4	No Points	14	42		
5	No Points	15	41		
6	50	16	40		
7	49	17	39		
8	48	18	38		
9	47	19	37		
10	46	20	36		

ASA MIDWEST TOUR PRELIMINA RY EVENT POINTS (Includes Time Trials and Fast Dash Events)					
1	12	10	2		
2	10	11	1		
3	9	REST	1		
4	8				
5	7				
6	6				
7	5				
8	4				
9	3				

I. DISTRIBUTION OF POINT FUNDS

- 1) ASA MIDWEST TOUR reserves the right to establish, maintain, compile, publish and otherwise operate and award point, point funds and trophies under its rules and regulations. Individual driver finishes determine the points.
- 2) The driver's final annual ASA MIDWEST TOUR point finish determines the Achievement Awards and Traveler's incentive program contract plans that driver's next year's team may become eligible for.
- 3) Cash point funds are based on sponsor commitments and only the total of those designated funds, which are actually collected by ASA MIDWEST TOUR will be distributed.
- 4) **The ASA Midwest Truck Tour and the ASA Midwest Sportsman Tour will have a SET Point fund distribution based on Hoosier Tire sales and Sponsor allocation. (Event traveling bonuses will be replaced by a guaranteed point fund for each division)**
- 5) Cash point fund distribution will be made to eligible teams according to the following percentage schedule, unless otherwise authorized and publicized by ASA MIDWEST TOUR. Teams must participate in 75 percent of all series point awarding events and finish in the top 20 to be eligible for point fund payouts.
- 6) **Point fund payouts for ALL DIVISIONS will be paid based on the amount of events run in any year and not less than seventy five (75) percent of total events.**
Example:
100 Percent Payout- Competed or Attempted ALL EVENTS
75 Percent Payout- One (1) event missed
50 Percent Payout- Two (2) events missed
25 Percent Payout- Three (3) events missed
- 7) It is customary for teams to share their point fund money between car owners and drivers. In the event a driver accumulates ASA MIDWEST TOUR points driving for more than one car owner during a season, it shall be the driver's responsibility to designate the method of distribution subject to approval by ASA MIDWEST TOUR.

- 8) In cases where the first place point fund money is designated as the greater of an announced amount of 20% of the total, the balance of the fund will be prorated among the remaining eligible teams as appropriate.
- 9) Drivers in All divisions MUST attend the Championship Banquet in order to receive point fund monies. Those not in attendance, will forfeit their point fund check.
- 10) All teams agree to abide by decisions of ASA MIDWEST TOUR in establishing and administering the point funds. Details of point funds may be announced by ASA MIDWEST TOUR bulletins.

Driver Point Position	% of Total	Driver Point Position	% of Total
1st.....	20	11th.....	2.9
2nd.....	10	12th.....	2.8
3rd.....	9	13th.....	2.7
4th.....	8	14th.....	2.6
5th.....	7	15th.....	2.5
6th.....	6	16th.....	2.4
7th.....	5	17th.....	2.3
8th.....	4	18th.....	2.2
9th.....	3.5	19th.....	2.1
10th.....	3	20th.....	2

CO-SANCTIONED EVENTS

A. CO-SANCTIONED EVENTS

- 1) Rules highlighted in the entry blank and driver's meetings shall supersede published rules for co-sanctioned events.
- 2) Rules, procedures and penalties not covered in entry blank or driver's meeting shall be according to each sanctioning body's rulebook for their cars and drivers.
- 3) Race procedures will be summarized in the driver's meeting and shall generally follow the rules of the sanctioning body represented by the race director.
- 4) ASA MIDWEST TOUR shall award championship points according to the official finish position of each race regardless of which sanctioning body a car or driver may represent or membership they may or not hold.
- 5) ASA MIDWEST TOUR shall award 100 championship points equally to all competitors for their attendance in a CO-Sanctioned events that may be considered a non-points event.

B. LOCAL TRACK OPTION

- 1) At certain events to encourage local participation, regular competitors from that track may be allowed to compete even though their cars do not meet all of the standard ASA MIDWEST TOUR rules.
- 2) At most tracks where the top division is of equal status or has similar rules to the ASA Midwest Tour cars, Refer to Provisional Section #4 for Local Track Provisional
- 3) All entrants eligible for ASA MIDWEST TOUR Achievement Awards or Traveler's Incentive Programs must race full template ABC Body cars meeting the standard ASA MIDWEST TOUR rules. They may not switch to 'Local Track Option' rules for that event, even if they are regular competitors at that track.
- 4) The ASA MIDWEST TOUR shall award championship points according to the official finish position of each race regardless of whether the car competes under standard ASA MIDWEST TOUR rules or 'Local Track Option'.
- 5) The 'Local Track Option' will not apply at every track. Check the entry form. Those cars competing under that option still will have to meet certain basic rules regarding fuel, spoiler size and location as may be specified under 'Special Event Rules'.

PROMOTION, MARKETING AND VENDORS

A. ADVANCE ENTRY

- 1) Your advance entry is essential to the proper promotion of ASA MIDWEST TOUR Events. Advance entries become eligible to win special bonuses. Late entries must pay a larger entry fee.
- 2) ASA MIDWEST TOUR will credit pre-entered teams who find they cannot participate for legitimate reasons provided 1) they **notify the ASA MIDWEST TOUR office(1-630-212-6022)** before race time of their withdrawal, and 2) they do not race elsewhere that day.
- 3) The promoter may refuse any entry at any time for any reason. All required information for Federal 1099 tax forms must be supplied prior to pay-off. Any driver may be subjected to examination.

B. CONDUCT.

- 1) Racing must start on time and continue with the minimum of delays. Late starts, delays, waiting, arguing, stalling and late finishes lose fans. We all need the fans as they pay the bills.
- 2) When involved in an accident with injury to yourself, you and your crew must advise racing officials immediately so the necessary insurance reporting can be made. No claims will be considered unless reported prior to leaving the race track property that day.
- 3) Professional, courteous and sportsmanlike conduct is expected of all participants. Anyone acting in an unsportsmanlike manner including arguing, fighting or though the use of improper language may be suspended from all racing for an indefinite period of time and/or fined and/or placed on probation as determined by ASA MIDWEST TOUR management.
- 4) The DRIVERS are responsible for the conduct and actions of their crew members, car owners, sponsors and family members as well as their own conduct associated with any ASA MIDWEST TOUR event. Fighting, arguing, use of improper language or other conduct which is offensive in nature (this includes at neighboring motels, bars, nightclubs, camping areas, restaurants, etc.) may result in disqualification, suspension, fine or other penalty.
- 5) The sanctioning body (ASA) will review various incidents and episodes, as necessary, and then will issue appropriate penalties or punishment, if any.
- 6) Since these incidents are very rare in professional motorsports and usually very unique and occurring under a different set of complex circumstances, each may be judged differently.

C. SHOWMANSHIP

- 1) We will attempt to give your sponsor(s) and your crew proper recognition provided you supply that information on your membership form. Please update us with any changes or corrections including driver changes during the program.
- 2) Do not run engines during the National Anthem or invocation.
- 3) When time permits individual driver introductions will be made. Officials will direct you how to line-up your cars on the track. Please be prompt. If lined up diagonally, position car with LEFT REAR TIRE ON MARKED SPOT on track at 45 degree angle to the wall.
- 4) All drivers should assemble in one group near the starting line at the infield edge of the track. Introductions will be made starting from the tail spot up to the pole position. When introduced, wave to the crowd and walk or run to your car, then get in. if you bring your car out late, coast into position with your engine off.
- 5) When time permits, driver group pictures may be taken. Please cooperate with officials and photographers to minimize wasted time. During driver introductions, please remain outside of your car until you are introduced unless otherwise directed.
- 6) Before each feature the starting field will be parked in front of the main grandstands with engines off. The crowd will participate in the traditional ASA MIDWEST TOUR COUNTDOWN leading up to you starting your engine. The crowd will count, "...6...5...4...3...2...1..." and then yell, "LET'S GO ASA RACING!" The flagman will also signal at that time and all should start their engines simultaneously.

- 7) ONE UNIFORMED CREW MEMBER may stand next to driver's door. When engine starts, crewman should raise his arm and hold it up until the car pulls away.
- 8) On the parade lap before the feature, the drivers should wave enthusiastically to the crowd. The officials and cameramen will wave to the drivers to remind them to wave to the crowd.
- 9) When we have the opportunity to interview you over the public address system, speak clearly and distinctly. Remember to thank the fans who support ASA MIDWEST TOUR Racing and motorsports in general as their admission money makes stock car racing possible. It means more to the fans when you say it.
- 10) No 'For Sale' signs on car while on track without prior ASA MIDWEST TOUR approval.

D. PATCH and DECAL LOCATION

- 1) The top front corner and leading edge of each door, the front of each fender and the top area of the front and rear windshield should be left available for the placement of designated and approved ASA MIDWEST TOUR sponsor decals.
- 2) Approved decals may be limited in size to the area of a 32 square inch rectangle. Only decals of participating manufactures will be permitted.

E. MARKETING AREAS REACHED

- 1) The map below illustrates the location of recent ASA MIDWEST TOUR Specials
- 2) Numerous sponsorship possibilities exist within the ASA MIDWEST TOUR Series and we have the flexibility to customize a proposal and action plan to best suit your needs and marketing strategy.
- 3) Individual event title sponsorships, event co-sponsorships, event associate sponsorships, series sponsorship and series specialty awards, contingency awards and sponsor funded point funds are the most common forms.
- 4) Sponsorship that is secured by you, members of your team, or your sponsors for a ASA Midwest Tour event, will receive a 20 percent commission kick back to your race team budget.

F. TEAM IMAGE

- 1) The driver and entire team must be aware of the importance of public speaking, interviews and their general public image.
- 2) Drivers and teams must best determine how to market themselves and that with their talent and determination, will help them succeed in this modern era of motorsports.
- 3) Due to Sponsor contractual obligations, the winning driver is required to mention the three major series sponsors Kwik Trip, ECHO and GrandStay.net, along with their own team sponsors. Drivers that do not fulfill this obligation will be docked 10 championship points and fined \$250 and the money going to Special Olympics.
- 4) In addition to the overall appearance and neatness of the race car, the graphics of enclosed trailers and other haulers should represent and market their sponsors, the ASA MIDWEST TOUR Series and motor sports in general, in a positive sense.
- 5) ASA MIDWEST TOUR reserves the right, in the public image of motorsports, to assign, to approve or to disapprove any advertising, sponsorship or similar agreement in connection with any entry or event.
- 6) ASA MIDWEST TOUR reserves the right, in the public image of motorsports, to assign or restrict the display of decals, emblems, identification and advertising on race cars, haulers or uniforms.

CHART A: "FEATURE LINE-UP" IF INVERSION TOTALED '12'

A) DICE ROLL

- 1) The fastest qualifier in a special ceremony after time trials will roll a die (one dice) to determine how many cars will be inverted at the front of the feature.
- 2) For most events, the number which comes up on the die, PLUS 8 will determine how many

B) SIZE OF FIELD

- 1) The expected size of the feature field(s) is listed on the entry blank. Officials reserve the right to increase or decrease the size of the starting field.
- 2) Alternates go to the rear. (In this example: if the 12th fastest in time does not start, 11th in time moves into pole position.)

ADDITIONAL INFORMATION

AUTHORITY OF OFFICIALS:

- 1) All entries must meet the detailed rules and also meet those rules shown in the HIGHLIGHTS SECTION. These rules and procedures, in general, are similar to prior ASA MIDWEST TOUR specials.
- 2) Certain isolated deviations may be allowed where no competitive advantage or potential hazards are involved.
- 3) Added weight may be used as a penalty for minor rule infractions.
- 4) All weighing and measuring devices used by ASA MIDWEST TOUR officials are the standards, which will determine the engine or car's legality.
- 5) Judgment decisions of an ASA MIDWEST TOUR official cannot be protested or appealed.
- 6) The method and time of inspection (including protests) will be determined by the official in charge who may seal, mark or impound the car or item for inspection purposes.
- 7) Officials may conduct an engine teardown inspection following any event. ASA MIDWEST TOUR will reimburse the actual cost of gaskets damaged (approx. \$50) during such inspection if the engine is found legal.

RAIN AND POSTONEMENT POLICY

- 1) Rain and postponement policy: Every effort will be made to complete the entire racing program as advertised. Your cooperation is expected. The program will be considered complete (no rain checks) if half the events OR half the feature(s) are run. If only part of a program is completed, some of the remaining events may be run as part of a future ASA MIDWEST TOUR program.

INTENT OF ALL RULES:

- 1) ASA MIDWEST TOUR management reserves the right to determine the intent of all rules and regulations regarding the conduct of ASA MIDWEST TOUR special events and to make changes, adjustments and modifications without notice in the interest of safety, better competition and according to the size of the field, the crowd, the track conditions, the weather, traditions, local rules or customs or other circumstances.
- 2) ASA MIDWEST TOUR officials and management have a duty to control the image of the series.
- 3) Any situation not specifically covered herein will be acted upon by ASA MIDWEST TOUR management and their decision is final and binding.

E. 'SPIRIT OF THE RULE'

- 1) Although every effort has been directed toward complete, understandable and correct rules, as well as the same factors in putting them into print, Cars and Stars Promotions LLC. dba ASA Midwest Tour cannot possibly anticipate every situation, circumstance or interpretation. With this in mind, we must refer to the 'Spirit of the Rule.' 'Spirit of the Rule' means very simply the INTENT OF every rule, classification, procedure and penalty.
- 2) MODIFICATIONS, additional adjustments, changes, alterations, and/or replacements not covered by written rules should not be assumed to be legal under the 'Spirit of the Rule.'

sports competition for the greatest majority of competitors, sponsors and spectators alike. 'Spirit of the Rule' will be the final criteria by which the rules of the ASA MIDWEST TOUR Series will be interpreted and invoked.

F. ENVIRONMENT

- 1) By signing-in to the pit area you agree to the following:
 - a) You will properly remove and legally dispose of all garbage and discarded items related to your operation including used race tires.
 - b) Any team introducing ground contaminating chemicals to the speedway facility or the surrounding community is subject to all liabilities.