



GENERAL RULES & PROCEDURES

Appalachian Sucker Punch ASA Midwest Tour Presented by Five Star Bodies

– 2026 –

The guidelines and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These guidelines shall govern the condition of events and participation therein. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE GUIDELINES AND/OR REGULATIONS. They are intended as a guide for the conduct of the events and are no way a guarantee against injury or death to a participant, spectator, or official. The series director, or their authorized designate, shall be empowered to implement minor deviations from any guidelines and/or regulations herein, or impose any further restriction which, in their opinion, does not alter the purpose of the organization. Deviation of these guidelines and/or regulations will be the responsibility of the series officials; whose decisions are final. These guidelines and/or regulations will be superseded by any guidelines and/or regulations distributed in writing or announced during an event at the drivers meeting.

Conduct

General Conduct

1. Upon admittance to a restricted area, all participants must conduct themselves in a manner not detrimental to stock car racing. Profanity in front of race fans, officials, management, profane signs or writing on cars etc. will not be tolerated and may subject the offending party to penalties. Conduct in social media deemed detrimental to the series, tracks, officials or sponsors may subject the driver or team to sanctions. UNSPORTSMANLIKE CONDUCT AND/OR ACTIONS DETRIMENTAL TO THE SPORT OF AUTO RACING WILL NOT BE TOLERATED.
2. A competitor that stops his or her car on the track to argue or discuss an incident with the starter or other officials may be subject to penalties.
3. Verbal or physical abuse of officials, including improper language or actions will result in sanctions from the series.
4. Fighting will not be tolerated. Driver and/or Owner will be held responsible for the conduct of all persons connected with their car, this will include but not limited to, Crew Chief, Crew Members, Spotters, Sponsors, and Guests. Any person from a crew, including the driver, going to another pit area or an area on the speedway grounds where an altercation occurs, will be considered involved in the incident. The Driver and any involved crew members may be subject to Penalties, Fines, Loss of Points, Probation, Suspension and up to Loss of ASA License. These penalties apply for all ASA/CRA Brands.
5. Any driver who, in the judgement of series officials, engages in rough driving, deliberately running into, blocking or swerving in front of another car - may be subject to penalties. Any car intentionally blocking the track will subject the owner and driver to immediate and indefinite suspension from the series.
6. Crew members are not allowed on the racetrack at any time. Pit crew, drivers, or series/track officials are not allowed to service cars on the racing surface without specific permission from race control.
7. No one is allowed in the control tower without permission at any time. You will be subject to severe penalties. The race director will be available at the end of the night.
8. All fines must be paid in Full for the competitor to return to competition.

POWAR SUSPENSION POLICY (PROMOTERS OF WISCONSIN AUTO RACING)

1. Effective January 1, 2021 all POWAR member tracks may choose to enforce any suspensions issued by another POWAR member track. This includes suspensions imposed with fine payment satisfaction requirements. Suspensions that are reported to the POWAR office will be recognized by the terms imposed by all member tracks. Suspensions must be reported to the POWAR office within three business days of notification letter sent to the competitor. Competitors must be advised in writing by the track enacting the suspension. Suspension notification documents must include the member tracks that have approved and will abide by the terms of this policy. This policy has been agreed to by all members to promote good sportsmanship of motorsports in general. All POWAR members recognize the impact that the negative actions of competitors have on the public perception of our sport and business. This damages the entire industry's product and image.

Social Media Policy

1. The series defines social media as all means of electronic communications or posting of information/content of any sort on the internet. This includes but is not limited to your own or someone else's web blogs, personnel website, social networking, or affinity website, whether directly associated or affiliated with the series. This includes but is not limited to Facebook, Snapchat, "X", Instagram, threads, Tik Tok, Youtube, Reddit, LinkedIn, and podcasts. Individuals are solely responsible for what is posted online whether by themselves and/or allowing others the ability to post online content for them.
2. This social media policy applies to all series competitors, crew, and their guests. A competitor is a driver, entrant, crew member (non driver) or any other individual or entity who is a member and/or participates in a series event. All drivers are responsible for the actions of their crew and guests.
3. Any social media interaction or contribution that adversely affects the series, other members, or others directly/indirectly related to the series will result in disciplinary actions by the series.

Competition Rules

Scoring

1. Transponders must be on the car for all on track activities when made available. You will be required to use an AMB transponder. If needed, they will be provided for those who do not have their own. Failure to return a working transponder may result in a \$400.00 fine.
2. All driver changes must be reported to the Series Director prior to that driver taking to the track. Any driver changes prior to the start of a race and after qualifying will result in that car starting at the rear of the field. Failure to notify of a change prior to the race will result in loss of money and points.

Qualifying/Race Line Up

1. Qualifying order can be set by having the previous event winner pull a chip at the Driver's Meeting.
2. For qualifying you will have an official time once the car has taken the green flag. If you are unable to attempt a lap at your spot in line you will be placed on a five-minute clock. The car must be rolling to qualifying before the clock expires. There will be no re-qualifying.
3. A driver may qualify only one car, and a car may be qualified one time for a race program.
4. Qualifying will be by time 2-laps, green flag, white flag followed by a checkered flag. At some events, where weather conditions or track size factor into qualifying, officials may add a lap to make the total number of qualifying laps (3). In the event of inclement weather or time delays, the series, at its discretion, may change the format of qualifying to a group format. Where qualifying is cancelled by inclement weather, the field may be set by practice times or points. Cars with no points will line up behind cars with points by order of entry. The first two races of each year will use points from the previous year.
5. In the event of a tie in qualifying times final position will be based on who ran the time first.

6. In the event qualifying is interrupted prior to all cars taking time, and unable to continue within a reasonable time, the series has the right to set lineup by points.
7. Drivers must run the tires qualified on in the feature. Marked practice tires may be used for qualifying races raced in that event.
8. **The normal starting field will be 24 cars. The fastest 16 cars from qualifying will automatically qualify into the main feature event. These cars will be inverted 7 plus the roll of the dice for 24 car starting fields and 8 plus the roll of the dice for 28 car starting fields. The balance of the field advances by transfer positions that are notated on the entry form. At events where the size of the field has been increased, the starting positions will be listed on the entry form. In the event that no eligible cars are available for provisionals after the Last Chance race, those positions will be filled by additional transfers from the Last Chance race in finishing order. Platinum members must attempt to participate in their assigned Last Chance race to remain eligible for the Platinum Member Provisional option."**
9. The top 16 qualifiers will race in Odd / Even Fast Heats inverted by 6. These heats will be for points only and have no impact on starting positions of feature event.
10. Cars running in Top 16 Qualifiers MUST run all scheduled laps. If you fail to run all scheduled laps you will lose your starting position in said feature event without official approval of some type (mechanical, flat tire, accident, etc) and will start at the tail of the feature field.
11. Qualifying transfer events will be lined straight up based on qualifying times. When car counts allow for such these will be Odd/Even races. Pending car count averages, the top 2 from each qualifier will fill positions 17-20. If only one Qualifier then on most occasions 4 will be taken from the one race. The remaining cars will run a Last Chance event with the starting positions determined by the finishing positions of the qualifying events. The number of laps in the transfer qualifiers may be adjusted by series officials if the car count for the event causes a reduction in laps for the betterment of the event.
12. At some events a B Main may be run with lap counts to be determined on the entry.
13. Officials reserve the right to start any car in the rear of any race for any reason.
14. Officials may increase or decrease the size of the field of cars in any event at their discretion.
15. 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 or other penalties may be assessed, as well as starting positions.
16. Once an alternate is placed in an event, the original starter may not join that event.

Event Procedures

1. 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.
2. 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.
3. 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 to the restart line-up.
4. In the case of cars finishing in fewer 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.
5. 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. You are not eligible for the Lucky Dog if you are the cause of the caution.
6. The ASA Midwest Tour will utilize DOUBLE FILE RESTARTS. The Choose Rule for restarts will be in effect at all times, for ALL laps for all heat races, qualifying events and last chances/B mains. The choose rule will also be in effect during the course of the feature regardless of the amount of cautions until the race is within 10 laps to go. If a caution is presented inside of 10 laps to go, all restarts will be SINGLE FILE ONLY.
 7. **Choose Rule: On restarts, the lead car remains out front while all others line up single file behind the leader. Drivers will be notified by the flag man and race director will notify teams when to choose using the painted choose cone in center of the track. 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. Cars that miss the choose lap will realign at the tail of the longest line. Any disputes in track position will be resolved by a call from race control.**
 8. Cars involved in a current caution, pitting cars, or lapped cars, and Lucky Dog recipient for current caution are not eligible for the cone and will restart at the tail of the longest lead lap line except for Controlled Pit Stop Events. 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. 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 line up at the end of the longest line. Passing is permitted after the green is displayed. Cars not up to racing speed or laps down will be sent to the tail end of the longest line on restarts. RESTART ORDER- Lead Lap, Lead Involved, Lead Pit, Lapped, Lapped Involved, Lapped Pit, Lucky Dog.
 9. All teams are required to have a spotter in the designated spotters stand anytime the car is on track. Spotter must have the ability to monitor race control with a standalone radio. If the spotter leaves or is removed for any reason the car will be black flagged and not allowed to continue until a spotter is in place.
 10. **Teams are required to use window and contingency decals in their designated and mandated positions. Failure to do so may result in a monetary penalty and or loss of points fund and contingency eligibility. Teams must also leave the top of windshield, top of front fenders, and first 14" of the fender behind the front tires open for use by the series for sponsor decals. Decal sheets provided by series must stay intact and in order as issued and will be available at the series trailer at no cost.**
 11. The series may refuse to permit a competitor to participate in an event if the series determines that any advertising, sponsorship or similar agreement to which the competitor (or a car owner, driver or crew member associated with the competitor) is or will be a party, is detrimental to the sport, to the series, or to the promoter for any reason, including without limitation the public image of the sport.
 12. For events with impound procedures, teams may not pull out of impound or work on racecar in impound. Working on, or attempting to work on, an impounded racecar constitutes an unapproved adjustment and is subject to penalties. If permitted by the head tech inspector / series director, teams may rectify only the declared mechanical failure(s) and will forfeit their starting position. Any attempts to make additional adjustments to the racecar outside of the declared mechanical issue may result in lap penalties.
 13. 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.
 14. Any car that has a hood or deck lid that comes off or open, or is observed dragging dangerous parts, or dropping any fluid, is subject to a black flag at the discretion of the officials.

15. Driver must remain strapped in the car until safety officials arrive unless it is unsafe to do so. Driver must remain with car to assist with removal from track.
16. Three unassisted spins or multiple incidents and you will be parked for the remainder of the event.
17. All in vehicle radios must transmit and receive in analog mode only while the vehicle is on the racetrack. In vehicle radios may have digital capacity built in, but the digital capacity must be disabled while the vehicle is on the racetrack.
18. Keypad style and/or password protected in vehicle radios will not be permitted.
19. A "Gentleman's/Tap Out" rule will be used. If a driver feels they are solely at fault for an incident, they may pull to the bottom of the start/finish line and stop, at that time only that driver will be sent to the tail of the longest line with all others deemed involved awarded their prior position. If they are wrecked and cannot drive the car to the start finish line, the driver must verbally "Tap Out" FACE to FACE with a series official that can radio the scoring tower.
20. Three Wide Rule: Three wide racing is allowed, the car which made it three wide will be deemed involved if a caution occurs due to the three wide attempt, regardless of any contact. Any car deemed to 'dive bomb' may be black flagged for that event.

Starts and Restarts

1. All starts and restarts are to be nice and even with front row working in harmony through turns 3 & 4 rolling to full song evenly coming to green flags. ASA MT does not utilize restart zones, or lines. Restart procedures will be discussed at all drivers' meetings for the event of that day as to what we are looking for at that specific event as certain tracks will carry different circumstances to be aware of. These starts/restarts are NOT to be "drag race" starts. Cars deemed playing games for restarts will be given (1) warning, to which after (2) front row regardless of fault will be penalized 1 row. Jack rabbit starts/restarts, brake checking, inability to maintain smooth front row pace, all are areas (not limited to) of attention the race director will make assessments on during calling starts/restarts good.
2. Race leader, should be first across the line on restarts. This will be determined by the race director.
3. The race starts with the green flag. On the original start, no passing is allowed until across the start/finish line.
4. If a false start occurs, generally the cars return to their original positions. In the case of a false start after the choose rule has been completed, the cars will be lined up in the same order of the last "choose" and the restart will take place from that point forward. A second false-start may result in the front row being moved to the second row.
5. In order to reduce the likelihood of an "accordion effect accident" during false start/no-start situations, the Race Director will call no start/yellow as the lead cars exit the second turn. Pay attention to the lights.
6. In case of a yellow in the first lap of a race where the yellow laps count, the cars should realign 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.
7. In case of a first lap false start, yellow flag or red flag, the Race Director may call 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.

Flag Rules

1. Green Flag
 - a. On the original start, no passing is allowed until across the start/finish line.
 - b. On restarts, passing is allowed only on the outside as soon as the flagman waves the green flag. The leader must be the first car when the green flag is declared. It is permissible to pass stragglers on the right (outside) coming for the green flag.
2. Yellow Flag

- a. The yellow flag and lights signify caution and will be displayed immediately upon a decision by the race director that a cause for such action exists.
 - b. After the yellow flag and lights are displayed, all cars must immediately slow to a reasonable speed and hold position until such time as the green flag is displayed, or the red flag is displayed. Racing back to the line under caution will not be tolerated.
 - c. A pace car will be used at the start of each event and during caution laps. No car may pass the pace car unless directed to do so by a series official.
 - d. Pit crews or officials may not service a disabled or damaged car on the racing surface during a caution/red flag period.
 - e. Cars which leave the lineup and pit during a caution flag period, and return during a caution period, will rejoin the lineup at the tail of the field.
3. Red Flag
- a. The red flag and lights mean, in the opinion of officials, a situation exists requiring that the race be stopped immediately regardless of the position of cars on the track.
 - b. Pit crews may not service disabled or damaged cars on the racing surface during a caution/red flag period.
 - c. Cars that pit during a red flag period, only after being given specific approval, will restart at the tail of the field.
4. Black Flag
- a. The black flag is a consultation flag and indicates that a driver must take his or her car to the pits immediately for consultation with a series official. Scoring will stop after 3 laps on a car which is black flagged until the situation is rectified. Any driver repeatedly ignoring the black flag may face additional penalties.
5. Layover Flag (Blue with diagonal stripe)
- a. The flag is a courtesy flag and is displayed to indicate to drivers that they are being lapped by faster cars. Lapped cars are to hold the inside lane.
6. Crossed Flags
- a. When any two flags are crossed and displayed by the starter, it signals drivers that the leader has completed half the distance of the race.
7. White Flag
- a. When this flag is displayed, it signals drivers that the leader has begun his or her last lap. If a yellow or red flag is thrown once the leader has taken the white flag there will be a green, white, checker restart.
8. Checkered Flag
- a. When this flag is displayed, it signals drivers that the race has been completed. After the checkered flag is displayed to the leader, the balance of the field will receive the checkered flag in the same lap.

Pit Stops

1. Controlled pit stop procedure (NOT LIVE on the go) will be used at extended distance events. That procedure will be finalized prior to the events and will be listed as such on the entry form for each event.
2. Cars making pit stops under the yellow or red flags will be required to restart in the rear of the lead lap cars and will be placed ahead of any lapped cars as long as they have made it back on to the track before the "choose" has happened. If a lead lap car exits the track to pit, and comes back out anytime after the lane choice "choose" has been given, they will be required to start at the tail end of the longest line with NO lane choice allowed.
3. PACE CAR (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. At some events an official will control the “pit closed” and “pit open” situation by the direction of the Race Director. Those signals must be obeyed.
5. NO PASSING OR RACING PERMITTED WITHIN THE PITS.
6. There will be a penalty for entering the pits other than through designated entrance. Competitors that do so will lose at least one lap.
7. Stop ‘n’ Go Sign at the end of the pit lanes must be observed.
8. 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: Jefferson) 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.
9. Cars that have to change a tire during a caution 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. There will be a minimum one (1) lap penalty per tire changed regardless of reason.
10. Any car that has mechanical problems during the preliminary events and cannot compete until the feature event, may be required to put additional laps on those tires and must start at the rear of the field.

Finishing Positions

1. Finishing positions will be determined according to the most laps completed (including those earned through announced race procedures) in the least time, regardless of whether the car is running.
2. Results are not official, and no purse will be available until 48 hours after the event. In the event of a protest or some other delay in the results of a class being made official, such as but not limited to tire sample testing, no purse will be sent out until all test results are back and results are made official.

Finishing Position Protest

1. Protests to finishing positions in any race must be made within fifteen (15) minutes of the conclusion of the event. Such protests must be in writing and must be given to the Chief Scorer, Race Director, or Series Director. A protest fee of \$500 must accompany the written protest at the time it is submitted.
2. Scoring re-checks decisions are final and cannot be appealed or litigated.

License Fee

1. In order to compete in any ASA Midwest Tour events the driver and owner must have a license before going on track. An owner/driver must register a number with the series. Any licensee who permits another person to use his or her license or pit entry card will be subject to penalties. The listed owner must be the same entity who receives the purse check.

Championship Points System

1. All events will be championship earning point events unless declared non-points. No events will have equal points for each competitor.

2. ASA MIDWEST TOUR 'Championship Points' are awarded to all participating licensed drivers. Contingency, product point fund, and other special awards are made only to car owner members based on their driver's finishes or performance.
3. All participants will receive "show up" points for attempting to qualify for an ASAMT event.
4. 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.
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 is usually called a consolation event. In that case, the driver will be awarded the points from the heat race event where they attained their highest finishing 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.
9. Teams must participate in 75 percent of all series point awarding events to be eligible for point fund awards.
10. ASA Midwest Tour Championship Point System:

ASA Midwest Tour Feature Event Point		
1st - 100	11th - 75	21st - 65
2nd - 94	12th - 74	22nd - 64
3rd - 89	13th - 73	23rd - 63
4th - 85	14th - 72	24th - 62
5th - 82	15th - 71	25th - 61
6th - 80	16th - 70	26th - 60
7th - 79	17th - 69	27th - 59
8th - 78	18th - 68	28th - 58
9th - 77	19th - 67	
10th - 76	20th - 66	

a. ASA Midwest Tour Last Chance Race Points (if needed)

- i. Note: Cars that transfer into the main event will receive points for their finishing spot in the main event and receive no points from the last chance race.
- ii. The cars that do not transfer to the main feature event will earn:
 1. 1st car not in: 50 points 2nd car not in: 49 points
 2. 3rd car not in: 48 points 4th car not in: 47 points
 3. 5th car not in: 46 points 6th car not in: 45 points
 4. 7th car not in: 44 points 8th car not in: 43 points
 5. Points continue to go down by one every position.

b. ASA Midwest Tour Preliminary Events Points

- i. Time Trials:
 1. 1st - 12 points 7th - 5 points

2. 2nd - 10 points 8th - 4 points
3. 3rd - 9 points 9th - 3 points
4. 4th - 8 points 10th - 2 points
5. 5th - 7 points ROF - 1 point
6. 6th - 6 points

ii. Top 16 Odd/Even Heats:

1. 1st - 6 points 5th - 2 points
2. 2nd - 5 points 6th - 2 points
3. 3rd - 4 points 7th - 2 points
4. 4th - 3 points 8th - 2 points

iii. Qualifying Races:

1. Transferees from qualifying events all receive 1 point.

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.) 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.
- 3.) 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.

ASA Midwest Tour Championship Point Fund	
1st - \$5,000	6th - \$1,600
2nd - \$2,500	7th - \$1,400
3rd - \$2,250	8th - \$1,200
4th - \$2,000	9th - \$1,150
5th - \$1,800	10th - 1,100

Local Track Option

- 1.) At most 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.) 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'.
- 3.) 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'. Please call the Head Tech Director for rules regarding home track options. Other options will/may be listed on entry form.

Rookie Eligibility

- 1.) Drivers can apply for the rookie program if they have competed in no more than 5 of the events in one season. Any event where the driver does not complete 50% of the laps will not count towards their total races completed.
- 2.) All rookie drivers must register by checking the rookie box on the event entry and be approved by the series director. Rookies must compete in 80% of events to be eligible for awards.

Practice & Testing Guidelines

- 1.) No team or driver may test at a given facility in the seven (7) days preceding a scheduled points event unless it is an officially sanctioned and announced open practice session. Any team/driver breaking this rule will not be allowed to compete.
- 2.) Series reserves the right to allow inexperienced competitors to test when deemed necessary by the series director. This will only be allowed in rare cases when it is in the best interest of all competitors to allow a driver extra track time prior to the event. If allowed, driver would not be eligible to start in the top 20.

Inspections, Mechanical Protest

- 1.) Series officials may require an inspection of any vehicle at any time. Vehicles placing in the first five positions must drive the car to the inspection station immediately after the conclusion of the feature race/victory lane for such inspection and must not work on the car in any fashion until told to do so by a technical official.
- 2.) A competitor must take whatever steps are required, including a complete tear down of the car, as requested by series officials to facilitate inspection of the car.
- 3.) Failure to present a car for inspection when requested to do so, or refusal to take steps requested by series officials, will be considered an admission of guilt and can be grounds for disqualification.
- 4.) Protests regarding alleged mechanical infractions must be made prior to the feature race being called to the track for official lineup. The written protest must specify, in detail, a single, specific part or rule that's in violation, and be given to the Chief Technical Inspector or Series Director, along with a cash fee of \$1,000. An engine protest that requires an engine teardown (as determined by Chief Technical Inspector) requires \$2,000 for top end motor protests and \$2,500 for bottom end motor protests. 10% of the fee will be retained by the series for administrative costs. The remainder goes to the winner of the protest. Series reserves the right to deny protest.
- 5.) A protest may only be filed by an ASA licensed driver or car owner in the same feature race finishing on the lead lap. A competitor can protest a maximum of three times a season and protests must be a minimum of 3 weeks apart.
- 6.) Post-race body infractions are the responsibility of the Chief Technical Inspector. Protest of body infractions is not allowed.
- 7.) At series discretion a motor and/or car can be impounded, and inspection completed at a later time and place agreeable to all parties.
- 8.) Officials have the right to confiscate and keep any potential illegal parts or components.
- 9.) Lab testing of tires may be done at any time.

Penalties

- 1) Penalties for violations of the rules are determined by the gravity of the violation and/or its effects on fairness of competition. They may also be weighted as to discourage future infractions of a similar nature. Penalties may include, but are not limited to, lap penalties, position penalties, disqualification, suspension of license, posting of bond, fines, and/or loss of points. A suspension may be for a determined period of time, number of events, indefinite or remainder of a season.

- 2) Repeat violations will incur stronger penalties

Official Decisions

- 1) Any situation not specifically covered in these rules will be acted upon by the official or officials whose decision will be final and binding on all participants.
- 2) Any disagreement over technical questions or operations will be resolved by series officials. When their decision is made, such decision is final and binding.
- 3) Any dispute, controversy or claim whether or not relating to this rulebook or alleged breach of the same, shall be settled in accordance with the existing and/or amended rules and regulations, and competitor agrees to accept the decisions rendered by such process. By competing in the event, the competitor expressly agrees that determinations by series officials as to the applicability and interpretation of these rules are non-litigable, and they agree that they will not initiate or maintain litigation of any kind against Series, host track or anyone acting on behalf of either. If a competitor initiates or maintains litigation in violation of this covenant, that person agrees to reimburse the Series, track and all included persons or entities for the costs of such litigation, including all reasonable attorneys' fees. That competitor may also be indefinitely suspended from competition during the entire time of such litigation.
- 4) Continuous developments in racing may necessitate changes which cannot be anticipated at the time rules are formulated. If necessary, rules may be updated, changed, deleted, or added to at the discretion of the series officials.
- 5) Series officials may use weight penalties for any infractions of these rules in an effort to make a car eligible to compete.
- 6) At certain events, to encourage the participation of other competitors, the officials may alter the rules for those cars, to try and create a level playing field for cars that might fall outside of the normal rules. Official's decisions are final.
- 7) Cars will be allowed one pound per event lap for fuel burn off.
- 8) Officials reserve the right to alter rules or procedures at any time in the interest of fairness or safety.
- 9) If a team needs courtesy laps prior to qualifying the teams can either qualify or elect courtesy laps and start the event on the rear, But not both.

Rain & Postponement 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.

Technical Inspection Declaration of "Clear Cut" Disqualifications

- 1) Any driver or team that is declared illegal in any position, including the winner of the race, will face the following penalties:
 - a) Driver or Team will be deemed illegal
 - b) Driver or Team will be scored last with loss of all points for that event, other drivers will move up in position for points and money.
 - c) Driver or Team will LOSE all money earned for that event
 - d) Driver or Team will NOT be eligible for any contingencies or bonuses for that event