

ARCA Midwest Tour 2022

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 ARCA Midwest Tour event will be determined by ARCA Midwest Tour event management. ARCA 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 type of engine and also to certify if the engine meets the requirements of the accepted style and type.

EVENT PROCEDURES AND CONDUCT

A. QUALIFICATIONS for ARCAMT

- 1) The order in which the cars will qualify will be determined by a number selection based on Midwest Tour Members' car numbers to be determined prior to each event.
- 2) These numbers will be posted at pit entrance when arriving at track **or drawn at Driver Meeting.**
- 3) Cars must come through tech, AND qualify in the order of the draw. Out of order qualifiers will be subject to other fines and penalties. (Car # 4 is the posted number, then it goes, 4, 5, 6, and so on)
- 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 tech director. Any problems must be reported BEFORE Qualifying Tech begins
- 5) 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.
- 6) At some events, where weather conditions or the length of the track factor into qualifying, officials may add a lap to make the total number of qualifying laps (3). Teams will be notified on race day of those changes.
- 7) In the event of a major oil down during time trials, the race director may allow an extra warm up lap to those cars which remain to qualify.
- ~~8) A maximum of a three-minute break will be allowed at the end of qualifications for approved only late qualifiers before closing time trials. Every effort will be made if time allows, to qualify a car with mechanical issues if approved by tech director. If that car qualifies into the top 16, that car will start 16th regardless of the inversion.~~
- 9) Drivers must run the tires qualified on in the feature and ALL other races raced in that event.
- 10) In the event of rain or any other weather that takes place while qualifying is in action, cars that have taken a "green flag" to start their qualifying efforts will have assumed those qualifying times. The driver has the right to waive off his attempt "if" it's currently raining and track is not under 'safe' conditions. If not, laps will count. If Qualifying is delayed while weather passes, next cars in line are next to qualify no exceptions.
- 11) Drivers attempting to wave off qualifying laps will have to stop at track entrance and relay message to ARCAMT official for such request.

B. FEATURE LINE-UP

- 1) The normal starting field will be 25 cars. The fastest sixteen (16) cars will automatically qualify into the main feature event. These cars will be inverted by roll of dice **as stated on entry blank plus 7, resulting in an inversion of 8-13**. The balance of the field advances by transfer positions that are notated on the entry form. On most occasions, positions 17-20 will transfer in through qualifying events. Positions 21-22 will transfer in through a Last Chance event, and 23-25 will be provisional's as listed 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.
- 2) The top 16 qualifiers will race in Odd / Even Fast Heats inverted by 6. These heats will be for points and prize(s) only and have no impact on starting positions of feature event.
- 3) Cars running in Top 16 Qualifiers MUST run all scheduled laps. If fail to run all scheduled laps you will loose your starting position in said feature event without official approval of some type (mechanical, flat tire, accident, etc) and will start at tail of feature field.
- 4) 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 in 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 can (may) be adjusted by series officials if the car count for the event causes a reduction in laps for the betterment of the event.
- 5) ARCAMT Officials reserve the right to adjust the amount of laps needed for ANY event based on the amount of cars eligible at any time.
- 6) At some events a B Main may be run with lap counts to be determined on the entry.
- 7) Officials reserve the right to start any car in the rear of any race for any reason.
- 8) 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.
- 9) 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.
- 10) Once an alternate is placed in an event, the original starter may not join that event.
- 11) 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.
- 12) 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.
- 13) 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.
- 14) 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.
- 15) ARCAMT 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).
- 16) The ARCA 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.

- 17) 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 that the orange traffic cone is about to be placed in the center of the track **on the front stretch**. Leaders have the option to choose either lane (high or low) and stay in that position. The front row in will be double file with the leader making the initial selection and any following driver moving into position next to the leader. 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.
- 18) 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 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 lineup at the end of the longest line **of lead lap cars**. 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.

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 celebrity guests must qualify in a normal fashion in order to make an ARCAMT event. If the guest does not make the event through qualifying or any transfer events, they may be placed at the tail of the field in 26th position of a normal 25 car field. They will NOT be given series event points if they do not qualify normally for the event.
- 3) At ALL ARCA events and or where space permits, one or more provisional starters in the most recent (current) ARCA Midwest Tour points may be added to the feature field. This person must be a fully registered ARCA Member and in good standing to be eligible for the provisional.
Provisional placement will be stated on entry blank for each event.
- 4) 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 an ARCA Midwest Tour competitor. The first 2 racing events of the year will be based on previous year end points for provisionals.
- 5) Officials have the option of not awarding a provisional spot to a driver disqualified in an earlier event.

6) **ATTEMPTING TO RACE RULE**

NO car/driver is guaranteed a "provisional" starting spot for a feature event at ANY race for ANY reason. Drivers must, in good faith, attempt to RACE their way into any feature event in which they have not yet qualified into. Drivers that simply "log laps" or fail to maintain competitive spirit or nature of such race and/or maintain minimum speeds or guidelines will NOT be allowed to use such provisional at that time. ARCA MT officials will look at the following guidelines:

- a) Putting on a show, and attempting to "RACE" your way into such show on your own merit.
- b) Running the entire race and completing ALL published laps for such event - NO car that pulls off early or goes a lap down in L/C or qualifiers will be allowed a starting spot in the feature unless approved by ARCA MT officials.

c) Maintaining a minimum speed or lap times - can be monitored and posted in each 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) ARCA 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 25, 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) If at any event the starting field is below the posted normal starting field, officials may choose to not issue "charged" provisionals to the cars that are in attendance to complete the field.
- 12) 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.
- 13) 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.
- 14) The announced starting field may be increased by one to add the most recent ARCA Midwest Tour champion not yet in the field.
- 15) 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 attempted to qualify 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 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.
- 16) ANY TIME a driver swaps to a "alternate car" after qualifying, he/she will lose original starting position and will start at tail end of such events qualified for.

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 ARCA Midwest Tour events DO NOT count.

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) Race leader, should be first across line on restarts. This will be determined by Flagman, and or race director.
- 3) 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.

- 4) 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 across the start/finish line**. It is permissible to pass stragglers on the right (outside) coming for the green flag.
- 5) 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.**
- 6) 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.
- 7) 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.
- 8) ALL RESTARTS WILL BE LINED UP Double FILE until 10 laps to go in the feature event. **Lapped cars should maintain the position they were running on the track relative to all other lapped cars and stay in tight formation, behind lead lap cars.**
- 9) The race leader must be the first car **when the green flag is declared across the line on the restart** to the best ability of Race Director's discretion. Once 'green flag' is announced the start/restart is deemed such.
- 10) 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.
- 11) 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.
- 12) 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.
- 13) 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 ARCA 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 Race Director for additional clarification, if needed.
- 2) 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.
- 3) 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, Rules No. 2 and 3 (above) do not apply, except any cars that spin to avoid an accident will be given their original spot back in line.
- 4) 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) **Controlled pit stop procedure (NOT LIVE on the go) will be used at extended distance events Kaukauna and LaCrosse in 2017. 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) 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.
- 4) 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.
- 5) 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.
- 6) At some events a flagman will control the “pit closed” and “pit open” situation. Those signals must be obeyed.
- ~~7) 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.~~
- 8) NO PASSING OR RACING PERMITTED WITHIN THE PITS.
- 9) There will be a penalty for entering the pits other than through designated entrance. Competitors that do so will lose at least one lap.
- 10) Stop ‘n’ Go Sign at the end of the pit lanes must be observed.
- 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: **Jefferson 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 **a caution 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 ARCAMT Head Tech Official.
- 14) There is no penalty for replacing “approved/used” tires under green flag conditions or tires at

any time, which come in flat on the rim. If the suspect car is on the lead lap, that car must start at the rear of the lead lap cars. If the car is a lap down, the car must start at the rear of the field. All tire changes MUST be approved by the tech director or heavier fines will follow.

- 15) 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.

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!) (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 white flag, the race will be complete. If the yellow were displayed following the leader receiving the white 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 ARCA 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 ARCA Midwest Tour Countdown: 6-5-4-3-2-1-Let's Go ARCA Racing! a) As soon as each car starts, crew member 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 ARCA 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" ARCA MIDWEST TOUR PHOTO LAP (Items L-7 through 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 ARCA 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 ARCA 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 ARCA 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 in 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 ARCA 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 crew members.
- 5) At televised events, only properly uniformed crew members 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 mandatory 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 ARCMT is 455.30000**
- 13)**FOUL** or improper language by a spotter 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.

ASSIGNING RIGHTS

- 1) All participants empower GA Promotions, LLC. dba, ARCA 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 ARCA MIDWEST TOUR office within ten (10) business days following the completion 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 ARCAMT 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 ARCA MIDWEST TOUR Special is forced into using a rain date, management reserves the right to reduce the basic guaranteed purse by up to 33%. ARCA 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. ARCA MIDWEST TOUR will notify the appropriate accessory firms.
- 4) If you think you are eligible for a contingency award, notify an ARCA 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) All events **in 2017** will be championship earning point events **unless declared non-points (example: Nashville)**. No events will have equal points for each competitor.
- 2) ARCA 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.
- 3) All participants will receive **50** "show up" points for attempting to qualify for an ARCAMT 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) All approved entrants presenting an operable, legal car for competition at an ARCA MIDWEST TOUR special will receive a minimum of one championship point.
- 6) The eligible rookie's total points will determine the 'Rookie-of-the-Year'.
- 7) The Point Distribution shown below will apply for all ARCA MIDWEST TOUR programs, unless

otherwise announced.

- 8) 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.)
- 9) 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. HARD CHARGER POINT SYSTEM **2017 (NEW)**

- 1) The hard charger points will be a “plus/minus” system **in 2017**. Drivers will be awarded (1) point or subtracted (1) point based on their overall starting/finishing position in all qualifying events and feature events (top 16 fast dash, transfer qualifiers, and A feature events). All points given “plus/minus” will be based on the original posted starting position.

E. TOURING STARS BONUS PROGRAM

- 1) Eligibility Rules will be as follows:
- 2) All past Champions
- 3) All current Touring Stars from the previous race season if applied for by March 1st
- 4) All past Touring Stars from previous years may apply for acceptance but may not be guaranteed a position in the program
- 5) Drivers that have interest in joining the Touring Star program may do so via application/resume. Those drivers will be evaluated by series management and current touring stars. The selection process will be based on past successes and how each driver would fit into the program and benefit all parties.
- 6) All remaining positions will be considered "open" positions and will be filled based on the ARCAMT Point system after each event. Drivers that are highest in points and are not currently in the program will be eligible for the bonus following each event. The positions can rotate based on the final standings after each event and may entitle new competitors the opportunity to race into the program.
- 7) Touring Star Travel Incentive Program (TIP) will be paid out based on miles traveled to each event, split amongst all Touring Stars. Additionally a performance bonus program awarding past champions and feature race winners has been established.

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		
ARCA 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		
ARCA MIDWEST TOUR PRELIMINARY EVENT POINTS					
Time Trials				Top 16 Qualifier	Transferees from qualifying Events all receive 1 pt.
1	12	10	2	6	1
2	10	11	1	5	
3	9	REST	1	4	
4	8			3	
5	7			2	
6	6			2	
7	5			REST	
8	4				
9	3				

F. DISTRIBUTION OF POINT FUNDS

- 1) ARCA 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 ARCA 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 ARCA MIDWEST TOUR will be distributed.
- 4) Cash point fund distribution will be made to eligible teams according to the following percentage schedule, unless otherwise authorized and publicized by ARCA 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.
- 5) 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

- 6) It is customary for teams to share their point fund money between car owners and drivers. In the event a driver accumulates ARCA 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 ARCA MIDWEST TOUR.
- 7) 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.
- 8) 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.
- 9) All teams agree to abide by decisions of ARCA MIDWEST TOUR in establishing and administering the point funds. Details of point funds may be announced by ARCA 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.

B. 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 ARCA MIDWEST TOUR rules.
- 2) At most tracks where the top division is of equal status or has similar rules to the ARCA Midwest Tour cars, Refer to Provisional Section #4 for Local Track Provisional
- 3) All entrants eligible for ARCA MIDWEST TOUR Achievement Awards or Traveler's Incentive Programs must race full template ABC Body cars meeting the standard ARCA 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 ARCA MIDWEST TOUR shall award championship points according to the official finish position of each race regardless of whether the car competes under standard ARCA 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'. Please call Tech Director for rules regarding home track options. Other options will/may be listed on entry form.

PROMOTION, MARKETING AND VENDORS

A. ADVANCE ENTRY

- 1) Your advance entry is essential to the proper promotion of ARCA MIDWEST TOUR Events. Advance entries become eligible to win special bonuses. Late entries must pay a larger entry fee.
- 2) ARCA MIDWEST TOUR will credit pre-entered teams who find they cannot participate for legitimate reasons provided 1) they notify the ARCA MIDWEST TOUR office (1-815-703-0285) 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 through 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 ARCA 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 ARCA 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 (ARCA) 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 ARCA 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 ARCA 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 ARCA 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 ARCA 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 ARCA 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 manufacturers will be permitted.

E. MARKETING AREAS REACHED

- 1) The map below illustrates the location of recent ARCA MIDWEST TOUR Specials
- 2) Numerous sponsorship possibilities exist within the ARCA 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 an ARCA 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) 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 ARCA MIDWEST TOUR Series and motorsports in general, in a positive sense.
- 4) ARCA 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.
- 5) ARCA 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.

ADDITIONAL INFORMATION

A. 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 ARCA 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 ARCA MIDWEST TOUR officials are the standards, which will determine the engine or car's legality.
- 5) Judgment decisions of an ARCA 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. ARCA MIDWEST TOUR will reimburse the actual cost of gaskets damaged (approx. \$50) during such inspection if the engine is found legal.

B. 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 ARCA MIDWEST TOUR program.

C. INTENT OF ALL RULES:

- 2) ARCA MIDWEST TOUR management reserves the right to determine the intent of all rules and regulations regarding the conduct of ARCA 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.
- 3) ARCA MIDWEST TOUR officials and management have a duty to control the image of the series.
- 4) Any situation not specifically covered herein will be acted upon by ARCA MIDWEST TOUR management and their decision is final and binding.

D. '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, GA Promotions, LLC. dba ARCA 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.'
- 3) THE PHILOSOPHY behind the 'Spirit of the Rule' is to provide the best organized, safest motor 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 ARCA MIDWEST TOUR Series will be interpreted and invoked.

E. 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.
 - c) Any team introducing ground contaminating chemicals to the speedway facility or the surrounding community is subject to all liabilities.

F. 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 monies.
 - c) Driver or Team will LOSE all monies earned for that event
 - d) Driver or Team will NOT be eligible for any contingencies or bonuses for that event