

ASA Northwest Late Model Tour

2010 CAR RULES & REGULATIONS

BODIES:

A-B-C bodies are the standard, any other are subject to tech approval. NO DOWNFORCE BODIES OR PANELS ALLOWED. Must be stock appearing and mounted per manufacture guidelines (see ABC rule book). Professional appearance must be maintained. No flaring of body, no body skirting or streamlining allowed. No belly pan allowed. (Nose width maximum of 1-3/4" past tires). Frame and body clearance 4" minimum without driver. Minimum 47" roof height required. Rear spoiler maximum 6.5" x 60", clear lexan.

TREAD WIDTH: Absolute Maximum

Coil-overs: 65.5"

Big Spring-fabricated & stock stub: 67.5"

(Big spring is 4-3/4" minimum diameter front & rear)

BASE WEIGHT:

Compression & Tour Engines 2900 lbs/58% Left

Compression Engine - Roller Cam 2950lbs /58% Left

Bowties, Vortecs, untouched 2850 lbs/58% Left

604 Crate Engines 2650 lbs/58% Left

Oversize Eng >360 cid (max 410 cid) 3000 lbs/57% Left

Any car not meeting rules can be accessed weight and/or % penalty in order to compete in that days event.

ALL ENGINES:

Engine must match body: GM to GM, Ford to Ford, etc.

Cast Iron Blocks ONLY

Centerline of crankshaft must be within 1" of the centerline of the track width (measured from the inside lip of each wheel to centerline of engine).

Engine set back: GM 2", Ford & Mopar 3" (measured from the most forward spark plug hole to the centerline of the upper ball joints).

Crank height minimum 10"

Dry sump systems allowed.

Flat tappet and roller cams only. Mushrooms or radius bottom lifters are NOT allowed. Maximum lifter size .875 for GM & maximum .904 for Ford & Dodge.

Distributor type ignition only in stock location, NO magnetos.

Electronic traction control is NOT allowed. The officials reserve the right to exchange ignition boxes, tachometers, etc.

Exhaust sound level 95 db at 100'

Muffler required, with maximum 4" diameter exhaust pipe at select tracks.

Mechanical fuel pump – NO electric fuel pumps allowed.

NO ethylene-glycol allowed!

Water Pump – stock type belt driven water pumps only. NO electric pumps allowed.

Radiator must be in stock location. Any radiator allowed.

Engine MUST be self-starting and in working order.

DRIVETRAIN:

Clutches with a minimum diameter of 5-1/2". Multiple disc clutches allowed. Only magnetic steel discs and pressure plates allowed. Clutch cover and housing may be aluminum or steel.

Transmission must have at least two forward and one reverse gear in working order. Manual transmission only. Automatics are NOT allowed.

Drivelines of steel or aluminum only (NO CARBON FIBER). MUST be **painted white** and two driveline hoops required.

Rear-end can be interchanged between manufacturers. Quick

FRAME & SUSPENSION:

Professionally built full steel roll cage required with 1-3/4" .095 tubing minimum around driver. All contact areas in driver compartment must be covered with high density padding. It is mandatory to have 16 gauge metal welded between door bars or a 16 gauge plate 40" in length and 17" high minimum, welded between the door bars and the driver's door. **ANY FRAME SHOWING POOR WORKMANSHIP WILL NOT BE ALLOWED TO COMPETE!**

Wheelbase minimum is 101"

Big Spring cars must have shocks mounted outboard of the coil springs, not INSIDE the springs

Adjustable Shocks are allowed. One shock per wheel. No remote reservoir or remote adjustable shocks allowed.

Steering Components – drag links, center link, spindles, etc... MUST be OEM or fabricated steel.

Rack & Pinion steering allowed with aluminum sleeves.

Independent Rear Suspension is NOT allowed.

Trailing Arms are to be one piece ONLY. NO spring loaded trailing arms. .

Multiple 3rd links allowed. Gas or oil dampened shocks are not allowed.

Rear Sway Bars are NOT permitted.

No shock, spring or suspension adjusting devices allowed in the drivers compartment.

Added Weight must be securely mounted, painted weight and include the car number. Solid block lead only. No pellets or liquid. **Weight shifting devices** are NOT allowed.

Steel racing wheels with maximum 10" width. Any offset allowed.

FIREWALL & INTERIOR:

Interior of car must be completely enclosed in respect to engine compartment, track surface and wheel wells.

FUEL and FUEL CELLS:

Gasoline only; no blended, exotic fuels or fuel additives allowed. 22-gallon maximum commercially manufactured fuel cell with rubberized fabric bladder is mandatory. A fuel cell protector bar and minimum 22-gauge steel container are required. Minimum 10" fuel cell ground clearance. 14 gauge reinforcement plates in front and behind the fuel cell container are **strongly** recommended.

TIRES:

ASA NWLMT series-specific (stamped) tires unless otherwise stipulated. Designated right & left mounting. No altering of tire or tire softening chemicals allowed. Tires must be purchased from Losch Motorsports, LLC. Cars must start the feature on the same tires they qualified. Cars which run in the last chance race may change tires prior to that race, but must return to the qualifying tires for the feature. The series reserves the right to implement a limit on the number of tires each team can purchase per event.

SAFETY:

Helmet will be 2000 Snell or better, without visible damage

Aluminum racing seats with padded headrest required with rib protection and leg extensions recommended.

Seatbelts and shoulder harness no less than 3" wide is compulsory and must connect with a quick release buckle. Belts older than 5 years or with visible damage will not be allowed.

Head and neck restraints are strongly recommended (i.e.: Hans or Hutchins device, or at minimum a neck collar)

1" Mesh Window net with quick release required.

Metal quick release steering wheel coupler must be used. Center of steering wheel must be padded.

change rear ends and coolers allowed. Steel or rubberized drive plates may be used. **Absolutely NO cambered rear ends.**

APPROVED ENGINE COMBINATIONS:

COMPRESSION ENGINES

Brodix Spec Head (recommended) PN: SP-CH/FO/MO
Spec heads have CNC combustion chambers, valve bowls and intake ports. NO grinding, blending, polishing welding and/or use of any substance to alter flow whatsoever. Flat-milling only. Valve angle must remain as manufactured. Titanium valves are allowed. Valve stem min. 11/32" diameter. Brodix heads may only be used on motors 360 cid or less.

Cast Iron Heads: Approved heads (max. 200cc styles only). GM Bowtie, GM Vortec, Dart Iron Eagle & Platinum 200's World Products Sportsman II, Ford Motorsports and Mopar W-2. **ALL UNTOUCHED** with ID markings intact. No porting, polishing, port matching and/or acid dipping allowed. **NOTE:** All heads must check within 10cc's of mfg volume, this allowance for valve replacement & casting variance only. Approved valve angle: CH-23, FO- 11, MO-15

Intake Manifold: Standard aluminum open-plenum intake manifolds only with minimal (1" maximum) port matching permitted on runners. No additional flow improvement work or drilling allowed. Maximum intake height from plenum floor, to include spacer and gaskets, may not exceed 5-1/8".

Any 4-barrel carburetor permitted.

TOUR 9:1 ENGINES

No aluminum blocks. Aluminum heads of OEM designs only. Only 23-degree heads allowed on GM products. No SB2 heads, SM splayed heads, 14 degree or Buick heads allowed.

Any Crankshaft (no titanium), camshaft and camshaft drive allowed.

Compression ratio maximum allowed is 9:5:1 on all cylinders for Tour engines with roller camshaft.

Intake Manifold: Any approved high-rise intake manifold allowed. One aluminum adapter (spacer), maximum of 1" TOTAL thickness allowed. Only 2 gaskets allowed with a maximum thickness of .050". Spacer must be straight cut with no taper.

Carburetor: Any 4-barrel carburetor permitted.

GM "604" CRATE ENGINES

Engine MUST maintain engine manufacturer specifications.

Carburetor: Any Holley 650 cfm straight flange four-barrel with throttle bore diameter maximum of 1-11/16". Recommend Holley 650 cfm PN 0-80541-1. All carburetors will be subject to carburetor tech equipment.

Compression ratio maximum 10 to 1

Intake Manifold maximum height from plenum floor to include spacer and gasket(s) may not exceed 5-1/8".

REV limiter: MUST have ignition system that is capable of using a 2-prong MSD style RPM chip. Competitor must supply own 2-prong chip maximum of 6300 RPM. We reserve the right to supply tour owned RPM chips on event day.

SINGLE ignition system only allowed.

FIRE:

All racecars must have functional fire extinguisher equipment mounted within reach of the driver. A built-in Halon or equivalent system is strongly recommended. Driver's suits of fire-resistant material that covers the body from neck to ankles and wrists are mandatory. A multi-layer, fire resistant driving suit and fire-resistant gloves, socks, shoes, headgear, and long underwear are strongly recommended. Fire-resistant clothing and head & eye protection is also strongly recommended for all crewmembers. All cars will have in their pit, a 10 lb. minimum Halon or dry chemical fire extinguisher.

RADIOS:

Two-way radio communication between the driver and minimum of one spotter required at anytime car is on track. One spotter is required to be in designated spotter are during feature event. **Spotters are requested to monitor officials' frequency by scanner (461.450hmz)**

APPEARANCE:

All cars must be neatly lettered. Side and roof numbers at least 18" high & 3" wide. Front fender area and across top of windshield reserved for series approved decals only. ASA NWLMT reserves the right to mandate decals and approve the location of all decals.

GENERAL:

1. In order to compete, each driver must be registered with the series and have paid required entry fee.
2. The driver of each car is responsible for all actions of their crew and others affiliated with their team. All teams must maintain professional attitude and conduct.
3. All cars will compete only under the approval of the lead tech inspector. **All cars must pass tech inspection and scales prior to hot lapping.**
4. These rules and regulations are intended as a guide. Use of equipment which is not within the acceptable rules and regulations will be considered illegal and may result in a fine, disqualification and/or confiscation.
5. Penalties for prohibited parts and/or rule and conduct infractions will be determined by officials. This may include forfeiture of purse money and/or points, a fine, or instructions to fix it by next event. Repeated or flagrant rule violations and infractions will not be tolerated and will lead to suspension.
6. In the interest of fairness, the rules may be adjusted by the officials to create a balance in competition. All decisions made by the officials will be in the best interest of safety and for parity of competition. Their decision is final.
7. Standard safety rules apply and will be strictly enforced. Any item that the lead tech inspector judges unsafe on your car must be corrected.
8. It is the responsibility of the driver to see that his car completely satisfies the rules, including but not limited to all safety rules. The driver of each car represents to all that his car has satisfied all applicable rules, safety and other, whenever such driver participates in warm-up, practice or competitive laps.

The race officials shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS. ANY INTERPRETATION OR DEVIATION OF THESE RULES IS LEFT TO THE DISCRETION OF THE OFFICIALS. THEIR DECISION IS FINAL.**

ASA Northwest Late Model Tour

2010 GENERAL RULES & REGULATIONS

THE INTENT AND INTERPRETATION OF THE RULES WILL BE THE DECISION OF THE ASA NORTHWEST LATE MODEL TOUR (NWLMT) OFFICIALS IN CHARGE. IT IS STRONGLY RECOMMENDED THAT ANYONE HAVING QUESTIONS OR DOUBT ABOUT THE INTERPRETATION OR INTENT OF THE RULES CHECK WITH NWLMT OFFICIALS. ALL DECISIONS OF THE OFFICIALS IN CHARGE WILL BE FINAL AND BINDING.

INSPECTION

Inspection or weighing of participant's vehicles will be accomplished at the sole discretion of NWLMT officials: before, during and/or after race events. NWLMT officials reserve the right to limit admittance into the inspection area. Any participant (including drivers, pit crew members, and car owners) may be disqualified for failure to observe and adhere to the rules as interpreted by NWLMT officials, resulting in forfeiture of points and prize money. All cars will run under the approval of the tech inspectors. All cars must pass tech inspection prior to hot lapping. Decisions on the interpretation of rules and specifications by tech inspectors will be final.

RACE PROCEDURE

In order to compete in an ASA Northwest Late Model Tour event, each driver must secure an ASA competitor license, sign a release and waiver, and complete a registration/entry form with required fees paid on each scheduled event. Registration, membership, and back gate fees will be collected by NWLMT officials at each track. All drivers, crew members, car owners, and other participants agree that by entering an NWLMT race event, they shall abide by the rules and regulations as set forth herein.

Drivers will assume responsibility for the actions of his crewmembers and car owner(s). The driver and/or car owner shall be the sole spokesman(s) for the team in any and all matters pertaining to race events.

Transponders will be used in conjunction with tower officials for scoring. The series will provide transponders to teams without personal units for a nominal rental fee at each event. Series will collect a damage/loss deposit on rented units. It is the responsibility of the driver to return the transponder unit to the series official trailer before leaving the racetrack. There is a **minimum \$50 PENALTY** for failure to turn in your operable transponder on night of event. Loss deposit will be collected after 3rd day post race event.

Qualifying will be at a designated time. Drivers will draw for qualifying position at the NWLMT trailer and receive their tech sheet after entering the pit area. If car and driver are not in the designated qualifying position at the time of qualifications, the driver will get only one lap to qualify unless the driver has notified the tech official in charge of a problem. If a car does not pass inspection or weight requirement at qualifying tech in the designated qualifying order, the driver will get only one lap to qualify. Driver and crewmembers will be given ample time to adjust and/or verify car's weight prior to qualifying tech. It will be the responsibility of the driver to be sure their car is ready to pass qualifying tech at the designated time and in correct position. A driver may qualify only one car and a car may only qualify one time. Any driver change following qualifying will result in the loss of that position, and movement to the rear of the field. If more than one car is involved, position will be determined by relative qualifying position.

Drivers or crewmembers will position cars in assigned positions by the designated times. It is the responsibility of the driver to check his or her starting position and be ready when called for pre-event inspection, weighing and/or line-up. Cars not ready may be placed at the rear of the starting lineup or disqualified from the event. When race line-up has been determined via qualifying, inversion, draw, etc; and a car drops out or loses its position for whatever reason before the cars are moved onto the track, the line-up may be redone in the pit staging area by the officials. When the cars have already moved onto the racing surface and a car drops out, that row of cars will move straight ahead. No

position change or passing will be allowed on the final parade lap. No car may enter a race once the initial green flag has been displayed, if they did not take that green flag. Failure to comply with these rules may result in loss of starting position.

The NWLMT officials have the option to impound the field immediately after qualifying. All efforts will be made to notify the teams in advance of such decision. Cars can not be worked on in the impound area. If a car needs attention, it will be moved to the back of the field for the start of the race.

GREEN FLAG - All races will be started by the Official Starter and the green flag. On all starts, the race is started for all drivers when the green flag is displayed to the lead car. Pole sitters (on initial start) and the race leader (on re-starts) will remain at caution (pace car) speed until the green flag is displayed. Cars jumping the start will be assessed a black flag stop and go penalty. Trailing cars will not advance their position except for an outside (right-hand) pass before crossing the start-finish line and taking the green flag.

Completion of the first lap shall be when the field crosses the start-finish line for the first time after the original green flag is displayed. If the race is stopped or caution occurs before the first lap is completed, there will be a complete re-start with cars in original positions. Cars going to the pits will start at rear of the field. If a yellow or red flag is displayed on a second attempt at starting the race there will be no additional complete re-starts. The 'Yellow Flag Rule' will then apply.

YELLOW FLAG and lights signify caution and will be displayed by the starter and/or race director when a cause for such action exists. Two (2) laps will be scored under caution.

YELLOW FLAG RULE: When the yellow flag and lights are displayed, all cars must hold position and slow to caution speed. Racing back to the line and/or gaining positions under caution will not be tolerated. All cars must get single file and bunch up quickly. Any disputes in track position will be resolved by officials in the tower, or if necessary, revert to the last completed green flag lap as recorded by the transponder system. If you are directly involved in, and/or are the reason for the caution, you may blend back into traffic when safe to do so. Rough driving will not be tolerated. If contact with a car causes a yellow flag and is not deemed a 'racing incident', that car will be subject to a stop and go black flag penalty.

RESTARTS: All restarts will be double file, to include both lead lap and lapped cars. Under a caution (yellow flag) period all cars will remain in single file until the tower has established line-up. The flagman will then give the "two to go" signal, indicating to each driver they **MUST** choose the high or low grove as they exit turn four to pass the start-finish line for the "one to go" single. The start-finish line will be the 'commit line', and no changes after the line are allowed. Once cars have committed to the high or low grove, the rows will then move forward and become double file entering into turn one. The race leader will remain at caution (pace car) speed until the green flag is displayed.

FREE PASS: A "free pass" will be given to the first car one lap or more down at the caution flag. The tower will notify the spotter of the driver awarded the free pass to go by the pace car and line up at the tail end of the longest row. That driver must remain at the tail regardless of the double file restart. The free pass will only be used when there have been a minimum of two consecutive laps of green flag racing and will not be given to any driver who brings out the caution flag. A free pass will not be issued inside of ten (10) laps remaining in the event.

TEN LAP RULE: Any re-start in the last 10 laps will be double file for lead lap cars only, and all other cars in the order they were on the track, behind them.

Any driver who chooses to pit under caution must remain behind the pace car prior to entering the pits. All cars that leave the lineup and enter the pits under a caution will re-enter the race at the back of the field. Pit crews may not service a disabled or damaged car on the racing surface during a caution flag period.

RED FLAG and lights signify a situation exists that requires the race to be stopped immediately regardless of position of the cars on the track. Pit crews may not service a disabled or damaged car on the racing surface during a red flag

period. Cars that enter the pits during the red flag period must return to the tail of the field.

No working on cars under a red flag condition. If a car that is already in the pits, or a car that enters the pits under a red flag, is worked on during the red flag period; a one-lap penalty will be assessed.

BLACK FLAG is a consultation flag, and when displayed to any car by the Official Starter, the car will immediately exit the track and report to the re-entry official for consultation. The car will no longer be scored in the race if the driver ignores the black flag for three consecutive laps and must go to the pits as requested.

An Official has the right to consult a driver without loss of position to the driver. Consultation with an official is allowed, however, any driver who stops on the track to argue an official decision will be subject to being placed at the rear of the field and/or being scored as losing a lap or laps to the leader. Furthermore, any driver who refuses to remove the race car from the track upon request of an official, may be fined not less than \$100.00, disqualified for the night's event, and face possible suspension.

NWLMT officials acknowledge that bumping and rubbing will occur on the racetrack. HOWEVER, in the judgment of series officials, any driver who engages in rough driving; or deliberately spins, runs into, blocks, or swerves in front of another car; or intentionally causes a caution by spinning or stopping during the race or caution is subject to a stop and go black flag penalty, disqualification, fine and/or suspension.

****DECISION AND JUDGEMENT OF THE OFFICIAL STARTER AND RACE OFFICIALS ARE FINAL. NO EXCEPTIONS****

BLUE FLAG with DIAGONAL STRIPE signifies that faster traffic is overtaking the car(s) being displayed the flag. Cars being shown this flag must hold their racing groove, and yield to the overtaking car(s). Series officials are reserved the right to designate the low or high racing groove for slower cars receiving the blue flag.

Main events will not end under caution. If the caution flag comes out before the leader has received the white flag, the race will finish with green, white, checker. If the white flag has already been displayed to the leader and a yellow is then displayed, you will be scored as you cross the finish line at the checkered.

At each race the top four (4) finishers will bring their cars to the tech area immediately upon returning to the pits. If teardown is requested, cost of said teardown will be at the participant's expense. Officials will have the option to pick one additional car by random choice for inspection or teardown. It shall be the responsibility of the driver to move his car to the tear down area immediately following the race. Driver and/or crew chief must remain with the car during post race inspection. Failure to comply with inspection requests will result in loss of points/winnings for the night. This inspection will include anything on the car deemed necessary by the officials or promoters.

Cars are not released from pit area until 20 minutes after the completion of the feature race.

All scoreboard displays are for information only and are not considered official. All decisions will be finalized before purse is paid out. Race results will become **official ten (10) minutes** after being posted. **DECISION OF THE RACE OFFICIALS SHALL BE FINAL.**

POINTS DISTRIBUTION:

Show-up Points: 20 points will be awarded to each eligible driver at each of the scheduled races as they show-up and attempt to compete in the feature. (In the case of a rainout or cancellation, show-up points will still be awarded to those drivers that arrived at the track in an attempt to compete on that date. Drivers must sign in prior to posted qualifying time to be eligible for show-up points.)

Qualifying Points: The top four (5) drivers from qualifying will receive the following bonus points: 5-4-3-2-1

B-Main Points: Points for a non-transferring B-Main event participants will be awarded as a continuation of A-main points scale: (Example: in a 24-car A-main feature, the first non-transfer position receives 25th place points: 49 points, 26th position: 48 points...)

A-Main Points: Points for the feature will be awarded in the following manner: 1st-3rd (3 point drop): 100, 97, 94. 4th-24th positions (2-point drop): 92, 90...50. 25th position and lower (1 point drop): 49, 48, 47...

RACE FORMAT:

The normal ASA Northwest Late Model Tour program will consist of practice, qualifying, a fast dash, B-main event, 10-minute hot lap session, and feature event. Standard feature event will be 24 cars @ ¼ mi., 26 cars @ 3/8 mi., 28 cars @ ½ mi., and 28+ cars at 5/8th and above tracks.

The fastest cars (18 @ ¼ mi., 20 @ 3/8 mi., 22 @ ½ mi.) in qualifying will automatically transfer to the feature, and will be lined up in order of the inversion drawn by the fast qualifier. There will be an invert of six plus the roll of a dice by the fast qualifier. (Example: if the roll is 1, invert will be seven; if the roll is 6, invert will be 12.)

An additional four (4) cars will transfer up from the B-main event. Example at ¼ mi. track: 24-car feature event = 18 cars locked in by qualifying, 4 cars transfer from B-main, and the 2 provisional positions.

The final two (2) positions in the feature will be provisional starting positions for eligible drivers who have entered the race but failed to qualify for the A-main event through time trials. Eligible drivers for the provisional starting positions will be determined by current point standings. (For 2010, on the first two (2) scheduled races, the provisional positions will be determined by the prior seasons' final point standings of the ASA NWLMT.) The eligible drivers may elect to waive their provisional positions, and run for better positioning through the B-main.

The promoter and/or individual track promoters may have the option to add additional starters to the feature.

Teams are asked to respect NWLMT officials and remember that the decision of the **NWLMT officials is final** and non-appealable. Any driver, crewmember, owner, or participant who chooses to make a mockery of the track, its officials, the race director, promoter, or owner, will be dealt with severely. The driver is responsible for the actions of his pit crew, owner and spectators. Failure to control the actions of these guests could result in loss of winnings and/or points. **The decision of NWLMT officials will be final in matters of conduct. There will be no exceptions, please act accordingly. Abusive conduct, improper language, or physical assault by anyone WILL NOT BE TOLERATED.** NWLMT officials may assess penalties/fines for violation of this rule, ranging from a minimum of \$50.00 (amount to be determined by the severity of the incident), disqualification, loss of winnings, and/or suspension for one or more events for the offending participant. Drivers and crewmembers may also be penalized for unsportsmanlike conduct. Fines and/or penalties will be at the discretion of officials. The decision of the NWLMT officials will be final. Fines are payable immediately. A period of suspension will exist until said fine is satisfied. Driver is responsible for any fines levied to his or her owner, pit crew or supporters.

PROTESTS: Protests regarding alleged mechanical infractions shall be accompanied by a \$400 cash bond. The written protest must be presented to the lead tech official prior to the start of the feature event. The protest must **specify exactly, in detail, a single part or rule that is in violation.** The mechanical inspection will be made following the feature event. If car is found legal, \$50 of the fee will be retained for administrative costs, with the remaining \$350 going to the car owner/driver. If the protested car fails inspection, the driver is disqualified and forfeits ALL purse money and race points, with all cars finishing below moved forward a position. The protester is returned his \$350 (\$400 minus the \$50 administrative fee) and the series retains the last place A-main payout for tech fund.

NO DRUGS. NO ALCOHOL. NO FIREARMS PERMITTED IN THE PIT AREA. NO EXCEPTIONS.

DISCLAIMER

The rules 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 rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. The race officials shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

In consideration of being granted permission to participate in the ASA Northwest Late Model Tour events, each participant agrees to abide by the established rules, regulations, and officials decisions rendered during the 2010 season. The participant further agrees to release, remise and forever discharge ASA, the ASA Northwest Late Model Tour, SEE Racing Enterprise, Inc, and Losch Motorsports, LLC and its coordinators, promoters, officials, sponsors, and manufacturers of all racing equipment used by the series from all liabilities and possible causes of action whatsoever that may accrue from any loss, damage, and injury (including death) that may be sustained.