



April 18, 2018

2018 Technical Bulletin Update

PAGE 13 & 14 SHOCKS, SPRINGS

EFFECTIVE FRIDAY APRIL 27TH. (This will give us time to get this adjustment to the tracks and also teams will have a week to get prepared.)

SHOCKS: There is an \$800 Claim Rule Option. This claim rule includes the shock ONLY (no bumps, springs, coil over kits, etc). The claiming process for a shock will mirror the same claiming process used for engines. Any attempt to refuse "shock claim" or damage "claimed shock" will result in immediate disqualification from event, \$500 fine, and is subject to additional penalties at the discretion of FASTRAK.

1. Shocks, at any position on the race car, including lift bar and torque arm shocks must be constructed of magnetic steel or aluminum. "Thru Rod" style shocks NOT PERMITTED. Remote reservoir shocks are permitted. All shocks must have no more than 2 external adjusters. Remote reservoirs may only have 1 external adjuster. Adjuster mechanisms must not be hidden by the rod end. Adjuster mechanisms must be on the shock body, the shock rod, or on the remote reservoir. Cockpit adjustment shocks, shocks adjustable by remote, or ANY SHOCK that can be electronically adjusted in any fashion are NOT PERMITTED. Cartridge style shocks, mass inerter style shocks, or dampers are NOT PERMITTED.

2. Shock rods (3/4"max. diameter) must not surpass 250 lbs of pressure (extended at room temperature).

3. Standard late model shock equates to 1 shock per wheel except on the left rear, in which 2 are allowed (1 in front of rear end and 1 behind). Shocks must be mounted vertical to axle tube. No horizontal shocks allowed. No Air Shocks, Air Springs, Air Bumps, or Air Dumps.

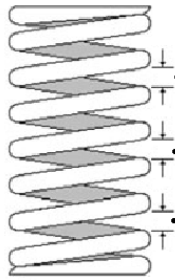
4. Bump sticks or rods are not permitted.

SPRINGS: Front must be conventional coil springs. Rear may be conventional coil and/or leaf springs

1. All coil springs must be of conventional design with closed ground ends. Barrel design springs are permitted. All coil springs must be manufactured from magnetic steel. Spring preload adjustments for coil springs must be made using the threaded mechanical adjusting nuts on the shock body only.

2. Leaf springs must be manufactured from magnetic steel or approved composite materials. Spring preload adjustments for leaf springs must be made using a mechanical adjusting device such as an adjustable shackle or threaded rod type mount.

3. Other than dampening by the shock absorber, any other method or device that affects spring preload or race car heights is not permitted, including but not limited to hydraulic, pneumatic, or electronically controlled adjusting devices (static or dynamic).
4. One conventional coil spring will be permitted per shock per corner of the car. Only one LR shock can have a spring. One standard helper or take-up spring will be allowed per shock with a maximum rate of 30 lb/in. No other stacking of springs allowed.
5. Progressive or digressive springs, including "dual rate" springs are not allowed. When measured, the coil spacing after the first closed coil must be consistent for the full length of the spring.



After the first closed coil, spring spacing must be consistent throughout the length of the spring - max variation 1/4" from largest gap to smallest gap



March 16, 2018

2018 Technical Bulletin Update

PAGE 9 - SAIL PANELS

Left and right sail panel bottom may be inboard **2 ½** inches maximum from top of quarter panels.

Any questions please contact one of the technical directors listed in the rule book.



2018 Technical Bulletin Update March 15, 2018

PAGE 9 – BODIES

Must have full fender left and right

No fender Hump, Top of fender must be flat.

Lowest point between left and right of outside edge of body at front fenders may not exceed 4 inches.
No Tolerance.

This will be measured from the lowest point between the rear of the air filter and the rear hood pins

PAGE 9 - SAIL PANELS

Left and right sail panel bottom may be inboard 1 ½ inches maximum from top of quarter panels.

Sail panels must have minimum of 3 inches of gap at deck where it meets the spoiler blade.

Diagram will be updated to reflect this change.

PAGE 9 – INTERIOR

Interior body work may be dropped a maximum of 5 ½" inches below the door.

PAGE 14 - SHOCKS/ SPRINGS

Standard linear steel Barrel type springs are permitted

PAGE 5 - ENGINE SEALS, PAGE 6 – ENGINES, PAGE 6 - WEIGHTS

NESMITH Seals with aftermarket parts must add 50lbs

Any questions please contact one of the technical directors listed in the rule book.



2018 FASTRAK DIRT LATE MODEL RULE BOOK

(ALL RULES ARE SUBJECT TO CHANGE OR AMENDED BY FASTRAK OFFICIALS in the interest of fair competition)

All changes/adjustments from previous year will be in RED

RULE BOOK 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 PUBLICATION(S) 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 director shall be empowered to permit reasonable deviation from any of the specifications herein or impose any further restrictions that in his/her opinion do not alter the acceptable minimum acceptable requirements and/or in the fairness of competition. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation of deviation of these rules is left to the discretion of the officials and their decision is final.

All participants, fans, car owners, officials agree to a "hold harmless" contract by competing in or being present at a FASTRAK weekly or touring event. Should litigation of any decision or incident be required all parties as stated about agree that litigation will take place in the County of Franklin, State of Georgia.

WE RESERVE THE RIGHT TO AMEND THE RULES AT ANY TIME

YOU MUST HAVE MEMBERSHIP CARDS FOR PROOF AT EVERY EVENT WEEKLY OR TOUR

Note: purse monies at Touring events are paid by the speedway hosting the event. In the case a track fails to pay, FASTRAK will work on behalf of the teams to collect their money. FASTRAK is not responsible for the purse.

AUTHORIZED ENGINE BUILDERS and note to all teams!

Please note we *STRONGLY SUGGEST* using FASTRAK engine builders. As other series have gone to "their seals only" or GM bolts, FASTRAK may be forced to do the same thing in the future. We are doing our best to not do that, but I am not

going to support other series engine builders. Most series don't even have contracts with any of the engine builders or anything that holds them accountable. FASTRAK maintains bonds and contracts with EVERY authorized builder in the series. YOU ARE TAKING A CHANCE OTHERWISE.

If an engine builder is telling you they can get you an extra 20HP, find you another one. They are lying. They have taken advantage of our teams. I am not going to tolerate this. If we hear of it or see it posted that someone is advertising that way, their engines will automatically be barred from FASTRAK competition.

Use your head. There are people out there that WILL take advantage of you.

As of 2/24/2018 these are the authorized engine builders;

Race 1	Brad Hibbard	Youngstown OH	(330) 540-7223
Gabriel's Engines	Darrell Gabriel	Winterville GA	(706) 543-0182
Pro Power	Jim Williams	Beckley, WV	(304) 253-6913
NDM Machine Shop	Dennis Scott	Wytheville, VA	(276) 621-4424
Hawks Racing Engines	Anthony Hawks	Princeton, WV	(304) 425-7543
Cams Racing Engines	George Coleman	White Marsh, VA	(804) 693-3632
Wildcat Performance Engines	Mike Laciura	Moultrie GA	(229) 782-5205
Powerline Engines	Mike Bell	Mentor OH	(440) 255-4800
Lamar Hunt Racing Engines	Ashton/Lamar	Atworth GA	(770) 974-9924
Vic Hill Racing Engines	Vic Hill	Mosheim TN	(423) 422-6644

More are added during the year so please check our website for any updates and the builder near you.
www.fastrakracing.com

FASTRAK Engine seals are for "members only". There will be no engine seals issued without membership in hand to engine builder or FASTRAK office.

As tracks come aboard in different states, engine builders will be located in the area to service our customers. At this time we allow other series seals, new GM bolts and FASTRAK seals. Keep in mind we did say "at this time". Some of the competing series have gone to their seals only, so we are STRONGLY considering the same. ITS IS STRONGLY SUGGESTED YOU USE A FASTRAK AUTHORIZED BUILDER. OTHERWISE YOU HAVE NO PROTECTION FROM FASTRAK IN THE CASE OF LEGALITY.

We had every intention of changing our rebuild seals to the "cable type" seals, but once we saw the new GM seals, we are waiting to see how those work out.

COMPANY INFORMATION

FASTRAK Companies International LLC

DBA/FASTRAK Racing Series

Mail: PO Box 590, Carnesville GA 30521- Overnight: 8077 Royston Road, Carnesville GA 30521

Office: (678) 935-7304

Fax: (706)286-8432

website: www.fastrakracing.com

Engine Seals/Office manager

Stephanie Gordon

(678) 935-7304 Extension 2

National Tech Director

Brad Hibbard

cell: (330)540-7223

SE Tech Director:

Shane Haynes

cell: (706)215-0799

Weekly Technical Inspector

Shane Haynes

cell: (706)215-0799

General Manager

DJ Irvine

(678) 935-7304 extension 4

cell: (270)564-1914

MOV Region Rep:

Stan Lester

(678) 935-7304 extension 1

CEO/Founder

Stan Lester

(678) 935-7304 extension 1

Engine Rebuilders:

Go to www.fastrakracing.com and look under "engines" tab

Website

www.fastrakracing.com will take you to all of our websites now. Everything in one place

Facebook:

FASTRAK Racing Series – FASTRAK MOV

Skype

fastrak.corporate.office

COMMUNICATION – UPDATES -ETC

TECHNICAL UPDATES Please make sure we have your email address for updates. We DO NOT mail updates or rule changes. They will also be updated on our facebook page(s).

TRACK REPS We are trying to make the Track Rep program work. This is important so we can help you keep all things legal at your weekly track. The Track reps are required to meet once a month via SKYPE as to keep the lines of communication open.

SKYPE We strongly suggest getting skype. It's a free download to phones, tablets, computers. We can all meet that way and keep you in the loop 100%. Great place to ask questions and get them answered ASAP.

NEW INSURANCE PROGRAM Tracks and teams: We now offer through Mutual Of Omaha a \$100,000 additional medical benefits policy for only \$25 per year. Can add crew members for \$20 each. Tracks can use it for their Officials for \$20 each. Please call DJ Irvine in the office with any questions. (678) 935-7304 ext 4

MEMBERSHIP(S) FEES \$125 for everything and this includes the \$100,000 in additional medical coverage. Crew members can be added for \$20.

Temporary Membership fee: \$25 per race. Anyone participating in a FASTRAK event weekly or touring must pay a \$25 temporary fee. This was brought up and voted for by the teams at the National rules meeting.

The temp fee DOES NOT accumulate.

Temp members can include the \$100,000 insurance policy for an additional \$25. Crew members \$20.

You must be on FT 200/400 on all 4 corners to receive points or to qualify for World Challenge.

Points begin "after" membership is received. If membership is not paid before the race, you do not get points for that race.

Only members are eligible for point monies

EVENT TYPES- CHAMPIONSHIP(S)

WEEKLY SANCTIONED TRACK/CHAMPIONSHIP: A track that operates under FASTRAK weekly sanctioning rules and is under contract with FASTRAK. Teams from weekly tracks compete in the Divisional Championships, National Weekly Championship and eligibility for the WORLD CHALLENGE. Cars without FT crate spec tires on all 4 corners WILL NOT receive points.

DIVISIONAL CHAMPIONSHIPS: Weekly Sanctioned Tracks within an area of 50-75 miles are considered a "division". Each track is awarded \$1000 to go to the 'divisional' point fund. 1 track \$1000 point fund – 2 tracks \$2000 point fund – 3 tracks \$3000 point fund, etc. MUST HAVE FT CRATE SPEC TIRES ON ALL 4 CORNERS TO RECEIVE POINTS.

TOURING EVENT: The larger paying traveling shows. A tour will travel the region. Most of the shows will pay more than the weekly tracks because of the travel. Touring events with FASTRAK pay a minimum of \$2000 to win and has been as much as \$50,000 to win for the Grand Nationals.

TOURING CHAMPIONSHIPS Only one tour now until we get the tour built up in the MOV Region. Total of points from all touring events in that region MINUS THE DROP(S). Based on 1 drop per every 10 touring events. 20 races 2 drops etc. Pays Top 10 in points. Must run 75% of races in the tour to receive any point money.

NATIONAL WEEKLY CHAMPIONSHIP _ \$10,000 to win and pays through the top 10 from the FASTRAK weekly sanctioned tracks. Best 15 races overall. Balance of the other 40 positions has been moved to the new Divisional Championships between tracks. Bonus points have been adjusted to 10 cars at an event versus the former 12.

FUTURE STARS CUP: \$1250 1st place prize, jacket, trophy, Best 20 races, touring or weekly or combination thereof. Must start first race as a teenager even if turning 20 later in the season. Champions of this award may not participate in it the following season. One champion in SE and one champion in MOV.

WORLD CHALLENGE: The Friday night of the World Championship weekend and closed to members only with 10 races. NO MORE EXCEPTIONS based on weather. Must be a member. \$5000 to win (no provisionals). 24 spots. **Host Track** may choose to start more.

WORLD CHAMPIONSHIP: World Championship \$20,000 to win. Start 26 cars and 1st and 2nd from the WORLD CHALLENGE Friday night will be guaranteed 20th and 21st starting positions. This Championship is open. Members entry fee \$100. Non Members \$200.

PLEASE NOTE: Touring points will be applied to the same finishing position to the National Weekly and Divisional point Championships. Re: You could see 2 people showing as 2nd place at any given track. For verification just look at Touring points.

POINTS 35,34,33,32,31,30,29,28,27,26,25,24,23,22,21,20,19,18,17,16,15,14,13,12. Any position after 24th will receive 11 points. MUST TAKE THE GREEN FLAG UNDER "COMPETITION" to receive any points. This includes having legitimate mechanical issues. No team may "Start and Park" solely for the reason to qualify for the season ending championship. Check with series tech person to insure legitimacy.

Weekly track Bonus points. 1 point per car per event. Maximum of 10 bonus points. Weekly tracks only. Must be on FT tires on all 4 corners "at all times" to receive FASTRAK points or to qualify for the WORLD CHALLENGE. Tracks are responsible for sending in points each week with what tires each person is running to insure legality. NO FT tires – no FT points or monies at any time! (**MUST BE A MEMBER**)

TOURING POINTS Same points system but no bonus points. **Championship – Divisional Championships. MUST BE A MEMBER. Weekly Bonus Points will be added to home track weekly points**

POINT MONEY: Point money to be paid out at National Awards Banquet in January. NOTE: If you do not reserve tickets for banquet in advance, you will not have a check at the banquet as it appears you will not be attending. Checks will be mailed the week following the banquet. **Not at banquet, no jacket, no trophy**

RECEIVING POINT MONEY: **Anyone not coming to banquet will receive 50% of any posted amounts.** NO ONE CAN PICK UP YOUR CHECK FOR YOU. **Goes to person listed on payment on membership form.**

RULE ADJUSTMENTS All rules are at the discretion of SERIES Officials. FASTRAK reserves the right to amend or adjust, change, delete the rules without notice.

SPIRIT OF COMPETITION These rules are designed for crate engine racing. Crate engine racing is designed whereby everyone has the same engine thereby giving no one a distinct "advantage". The "spirit of competition" applies to the rules and regulations of any and all FASTRAK events.

PAYMENT OF PURSE FASTRAK is not responsible for the purse. Should a track not pay as "agreed upon" FASTRAK will work on behalf of teams for payment.

PROTEST AND FEES Top 5 cars in ANY feature event can be protested by any competitor in the top 5. Must be within 10 minutes of crossing scales or immediately after the next feature is completed. Must state intent to protest verbally immediately.

FASTRAK Authorized engine builders can protest as well. No back protest for engine builders.

Complete tear down: \$1000 (\$200 goes to inspector)

Cam Profile: \$500 (\$150 goes to inspector) includes head and intake

Head and Intake: \$300 (\$100 goes to inspector)

Fuel Protest: \$150 You must claim what type of fuel you are using and lab will test it against that baseline.

NOTE: Protest fee for an engine sealed with anything other than FASTRAK seals or NEW GM Bolts is 50% of any posted amount(s)

In the event of an engine protest, both competitors representatives must be present at time of tear down or you can waive you right to be present.

ENGINE CLAIM \$6000

Tire Protest: \$150

2 DAY SHOWS OR BACK TO BACK EVENTS

Engine(s) may be marked for legality and teched afterwards.(This includes weekly shows)

Should competitor change the engine or parts thereof that have been protested, they will be declared illegal and all penalties there of enforced. Tech inspector may do what he deems needed to insure and be comfortable the same engine comes back for inspection. Use the local FASTRAK engine rebuilder for protest to insure it being done correctly. In the event a competitor has more than one engine, before replacing primary engine a FASTRAK Official must be notified and engine must be marked. Both engines must be present to be inspected. No advance notification of an engine change will result in immediate disqualification. On non FASTRAK sealed or new GM bolts engines FASTRAK "authorized" engine rebuilder is not responsible to put engine back together for the \$800 contracted amount.

ENGINE SEALS Original GM bolts and most series seals. FASTRAK DOES NOT honor seals of engine builders. If any doubt, call the FASTRAK office. Some series have changed to their seals only or new GM bolts. FASTRAK strongly advises you to use FASTRAK authorized builders only. Most series do not require contracts or bonds so beware of other engine builders. They have nothing to lose if they get caught. The penalties are too stiff to take a chance.

Any seal other than FASTRAK or GM must add 50 lbs.

FASTRAK RESERVES THE RIGHT TO CHECK A COMPETITORS ENGINE BY ANY MEANS AT THE DISPOSAL OF THE TECH INSPECTOR OR FASTRAK ENGINE REBUILDER. FASTRAK WILL CHOOSE THE PERSON INSPECTING THE ENGINE, not the competitors. Any competitor that will not allow the engine or part(s) to be inspected will be automatically disqualified and considered "cheating within the bolts" thereby all penalties applying thereof. Competitor will be barred 365 and fined \$1000 for "cheating within the bolts" and car owner if different from driver will have same fine(s) imposed. ALL ILLEGAL PARTS WILL BE CONFISCATED AND DESTROYED. NOT ALLOWING CONFISCATION OF ILLEGAL PARTS will result in a life time ban which includes driver, car and car owner

CHEATING WITHIN THE BOLTS

This includes but is not limited to Valve Springs

Driver is fined \$1000 and barred for 365 days. Same penalties apply to car owner if different from driver.

Loss of ALL points

Cannot compete at any FASTRAK track or event until all fines have been paid or satisfied includes that car.

Track event: (Track receives 25% of \$1000 fine)

EXCEPTION: If FASTRAK "authorized" engine builder signs legal "affidavit" stating that competitor had NO knowledge of rules infraction in relation to building of 'said' engine competitor may be reinstated. Must be signed in front of Probate Judge in Carnesville GA, County of Franklin.

In the event a engine builder is found wrong and competitor signs "affidavit" in the same manner as listed about

*ALL RULES in effect for ALL OPEN SHOWS that are FASTRAK Sanctioned.

*By participating in ANY FASTRAK event (Touring, Weekly or Open) Competitor, Owner and any affiliates of such agree to a "hold harmless" agreement under the terms of this rule book.

Competitors, Car Owners, Engine Builders have the right to "appeal" at the FASTRAK Corporate Office. Findings at said appeal shall be binding and FINAL! Appeals must be filed in writing within 48 hours of infraction. Appeals must be faxed to: (706)286-8432

FASTRAK CONSIDERS CHEATING WITHIN THE BOLTS OR THE INTENT TO CHEAT A VERY SERIOUS OFFENSE AND IN DIRECT CONFLICT WITH CRATE ENGINE RACING AS IT WAS ORIGINALLY INTENDED. ENGINE BUILDERS WILL BE BARRED FOR LIFE, BOND FORECLOSED ON (FASTRAK BUILDERS) PLUS FACE SERIOUS FINES AND OTHER POSSIBLE PENALTIES.

APPEAL(S) PROCESS

The following is the ONLY appeal process and none other exist implied or otherwise.

Must be appealed "in writing" to FASTRAK Corporate office at (678) 935-7304 within 48 hours of infraction at said event.". Should competitor not have written appeal within 48 hours of said event, competitor loses all rights to an appeal and agrees to a "hold harmless" agreement. Any legal matters resulting from a protest, infraction or appeal is subject to the laws in the State of Georgia, County of Franklin. Competitor agrees to these terms by participating in a FASTRAK event.

APPEAL HEARING LOCATION

Appeal will be heard in FASTRAK Corporate office. A board of teams, track owners, inspectors will be recognized for the appeal process to be heard. The decision of this appeal is final and not to be challenged legally or otherwise. Competitor agrees to a "hold harmless" contract as stated in "temporary or annual membership(s).

ENGINES

Engine and components thereof must remain "as from factory". Only GM 602 and 604 engines are legal in FASTRAK events. The series may test other engine combinations during any FASTRAK sanctioned event touring or weekly. FASTRAK reserves the right to adjust engine specs/parts in case of reliability issues. NOTE! If you are using a engine with another series seal other than NEW GM BOLTS or FASTRAK SEALS be aware! All parts must be that of GM crate engine you are utilizing from the GM Tech/Spec manual. It is the responsibility of the owner/driver to know if the engine is legal or not. Very few GM crate engine series actually run all GM parts as from factory other than FASTRAK. This includes but is not limited to valve springs, oil pump, rings and bearings and parts thereof.

Engine Claim \$6000

HVH heads are not legal

Any seal other than FASTRAK or GM must add 50 lbs

WEIGHTS

GM 602- Car and Driver 2150 GM 604- Car and Driver 2350

No weight break for neck restraint as they are now mandatory. (There will be a 2 race legal waiver) Weekly tracks may choose to not make this mandatory. If tour race comes to weekly track competitors may utilize 2 race waiver.

Tech Inspector may add weight "per item" for non qualified parts. Completely at Tech Inspectors discretion.

Any seal other than FASTRAK or GM must add 50 lbs

TIRES

FT 200/400 to get points or to count towards your qualification of WORLD CHALLENGE EVENT.

Other tires may be allowed from time to time based on areas, track tires, area tires, etc.

FT 200 may not be siped or grooved. FT400 may be siped and grooved

TIRE CHEMICAL ALTERING

No tire may be altered chemically at ANY FASTRAK EVENT WEEKLY OR TOURING.

Chemically altering tires is dangerous to your health and to the health of the other competitors, officials, fans, etc.

Tires may be checked by Officials "without notice". Tires will be checked by lab for altering. Penalties are as listed.

1st offense - \$1500 fine, all points and monies for the event. Plus cannot compete for 14 days.

2nd offense - \$5000 fine, loss of points and money for the event, out of points for that season.

3rd offense - BARRED

Competitor/car/owner may not compete again until fine is paid IN FULL AND WAITING PERIOD IS COMPLETE

May also result in legal penalties from EPA. Lab results are final.

Tire results cover sheet to be posted on facebook

TIRE PROTEST FEE

Tire protest fee is \$150 per tire. - Lab results are final.

Must be protested before car leaves scale area.
Anyone in the top 5 of feature may protest tires.
Tire results cover sheet to be posted on facebook

FUEL

Must claim type of fuel you are running for a "comparison test".
May also do "hydrometer test". 760 MAXIMUM SPECIFIC GRAVITY
Ethanol will be "water tested". 85 CONTENT + OR - 5.
Competitor may be asked to "declare fuel being run". Lab has the fuel baselines. The fuel you declare must match the lab results. Rules infractions below.
Fuel Protest \$150.

CARBURETORS

Any 750 CFM carb or smaller. Must have 1 11/16ths base plate maximum.
Maximum venturi measurement 1.375
Billet base plate may be used. (.780) MAXIMUM thickness
Carb Spacer 604 - 1" inch maximum (NO TOLERANCE) 602" 2 inch spacer maximum (NO TOLERANCE)
(DO NOT TAKE FOR GRANTED. MEASURE IT YOURSELF AND KNOW THAT YOU KNOW)
Spacer may not protrude down into intake at any point
One gasket per surface .070 maximum
Normal aspirated carburetor only. No fuel injection. No nitrous oxide. No aerosol carbs.
Two throttle springs STRONGLY RECOMMENDED.
No added lines to carb affecting air, fuel flow, pressures, additional gases or chemicals

AIR INTAKE/HOOD SCOOPS

Air may not be "forced" into carb from outside. Cold air boxes on boxes sealed to hood, must have no less than (3) 1 inch holes in back of box so air may escape.

FUEL SYSTEMS

Mechanical fuel pump only. No electric fuel pumps of any type. No nozzles, etc may be connected to fuel system at any point. Only one fuel system per car.

EVACUATION SYSTEMS

Evacuations systems of any type are not legal. This includes breather system to oil pan hookup.

HEADERS

Tri Y headers are not legal. No merge collectors.
(The expense of custom headers has been noted. Should this continue FASTRAK will enforce a "spec" header rule).

OIL PUMP

Must be as from factory with the correct engine/oil pump.
602 Oil Pump not legal in 604.
Spring may not be altered from factory
Wet Sump only. No external oil pumps even if "inside" oil system etc.
(ONE) remote oil filter permitted.
(ONE) oil cooler permitted.
(604 anything over 45-48 lbs pressure is suspect to protest)
Lifters may not be altered in any manner. Must be as from factory.

DISTRIBUTOR

*NO magnetos. Electronic ignition permitted. MSD type box permitted. NO CRANK TRIGGERS OR DEVICES THAT ALLOW FOR EXTERNAL ADJUSTMENT OF TIMING. Series retains the right to exchange boxes without notice.
No programmable boxes

ELECTRONIC DEVICES

No electronic devices allowing shock adjustment or car from cockpit.

Traction control ILLEGAL.

Go Pro and similar cameras are permitted IF and ONLY IF they do not connect to the car in ANY WAY

Laptimers in HOT LAPS ONLY. Can not be used under green flag racing conditions including qualifying

EXOTIC MATERIALS

All exotic materials are ILLEGAL. That includes titanium or carbon fiber. Carbon Fiber wheel covers are permitted AS LONG AS THEY HAVE BLUNT EDGES

Tungsten is an exotic material and therefore not legal.

TRANSMISSION

In and out box not permitted. Any transmission “without exotic materials” allowed. Must have forward and reverse gears. Drive shafts should be painted white with car number. This is a safety issue! Drive shaft loop is strongly recommended. Automatic transmission permitted. Air shifters not permitted. Carbon fiber, aluminum and steel drive shafts permitted, but should be painted white.

Hightower type transmissions are not legal

WEIGHTS

Only lead can be used for weight. No tungsten. 1 bolt per every 25 lbs. Min grade 5 bolt. Weights may not be bolted to rearend.

REAR ENDS

No open type (sprint car) rear ends. 9” Ford or similar not permitted. No titanium parts within rear end including wheel studs including wheel nuts.

Standard type rear ends only. No gears that change in rear end while rolling.

Spring rods are not legal. Must be solid

No TUNGSTEN on rear end or connections thereof including but not limited to birdcages

BRAKES

Must have operational 4 wheel braking system. Carbon fiber or other “non magnetic” rotors not legal. Must be magnetic for inspection purposes. Brake rotors and all parts thereof must be magnetic.

Combined weight of wheel, hub, bearings, seal, spindle nut, washer, all attaching hardware max 27 lbs with wheel spacer

WHEELS

MAXIMUM 14” wide. Steel or aluminum only.

Beadlocks permitted on any corner

Exotic materials not permitted including carbon fiber, plastics, etc.

Wheel covers have become a safety issue.

Must have 3 working fasteners.

Metal wheel covers are not legal.

Plastic wheel covers from Aerotech/Dominator are legal beginning in 2015 (any company wishing to have their wheel covers allowed must contact corporate office for approval).

THIS IS A SAFETY ISSUE FOR FANS AND TEAMS

We are looking at other companies wheel covers and will announce as they are made legal.

Wheel Spacers: No tungsten

FIREWALL

Must be approved firewall (approved by Series Official) Edges of firewall should be completely ‘sealed’ in case of fire. Floor should be reinforced for safety. Sheet metal beside driver should be strongly reinforced or use heavier gauge in this location.

BODIES (check diagram in rear of rules) ***All measurements are with driver 'in the car'

Ford, GM, Dodge and Toyota bodies allowed.

All body parts must be same as nose. (Ford, GM, Dodge, Toyota)

Standard Dirt type bodies only.

No wedge bodies.

No lips allowed on sides or nose that may be utilized for spoiler purposes. (Inside or outside)

Filler panel must be flat, not dished

Front fenders and hood must be level and flat from left side to right side of car and at least as far back as engine plate.

No part of fenders or hood may be below outside body line nor angle inward or outward.

A single strip of plastic material along the bottom of doors permitted.

No part of rear deck may extend past quarter panels.

Center of rear hub to end of quarter panel cannot exceed 50 inches. Measured in a horizontal line.

Must have at least one number on both doors and number on roof.

No part of body may "V in" from outside to middle of car or middle of that part.

No wheel skirts.

38 inches from top of door to ground maximum.

Rear Deck height measured from ground 39 inches maximum with driver in car. (measured in the middle)

78 inches at the top of the doors maximum side to side (width). Checked at firewall and behind driver's seat.

72 inches maximum rear width measured at spoiler.

78 inches maximum rear body width measured 12 inches below spoiler.

Maximum width of body measured at bottom of doors 86 inches. Measured in the center of doors.

ELEPHANT EARS: NO MORE THAN 5" TALL. MEASURED WITH STRAIGHT EDGE DOWN TO HOOD.

All non approved bodies and/or any section(s) of the body will be subject too a weight penalty (minimum of 50 lbs)

Per item at the discretion of the technical director

ROOFS Sheet metal, fiberglass or plastic. Carbon fiber edges permitted.

No odd shaped or partial tilted roofs. Must be parallel to body.

Must have FULL roof supports and posts. Bottom of front post Maximum 12 inches. Post must run in straight line and maximum 4 inches total of both sides. May taper at bottom into post.

No V shape of roof measured from outside to middle.

Roof Length Minimum 44 - Maximum 54

Roof Width Minimum 48 - Maximum 52

Front and rear of roof must roll, not create a spoiler effect.

SAIL PANELS All sail panels must extend to the edge of the body

Maximum sail panel at top max 17 inches top max 15 inches top minimum

Bottom of sail panel 43 inches maximum – 40 inches minimum

Window area may be covered in lexan etc.

Both sail panel openings must be covered or both open

Window opening border frame Minimum 2 inches and maximum 3 inches.

Sail panels must have minimum of 3 inches and maximum of 4 inches at deck where it meets the spoiler blade

Maximum 2 inch arch measured with straight edge from top of door to bottom edge of roof

Sail panels cannot be offset from side to side or to spoiler blade

Sail Panels Maximum of 5/8ths inch lip at any point for support.

No horizontal supports on Sail Panel

INTERIOR Interior body work may be dropped a maximum of 5 inches below the door. Drop interior must be enclosed at firewall in.

Flat interior must maintain a minimum of 11 inches from roll cage to allow for easy exit in case of emergency

Plastic, Lexan or aluminum glare shield permitted at front of cockpit as normal method (4 inch maximum height)

Plexiglass is not legal
NO side pieces inside of car at any point

NOSE PIECES Any extensions must be of flexible material.
Must be mounted flat to top of fenders. Fenders may not "V" in.
Maximum measured from center of front hub to longest point of nose 54 Inches
Nose must be same as body ty

SPOILERS 8 inch spoiler only
Metal or Lexan permitted. Plexiglass is not permitted.
Adjustable spoiler permitted up and down only. Side to side not permitted. Spoiler may not be adjustable during the race.
Maximum measurement is 8 inches tall X 72 inches wide **max and min**. FROM END TO END
2 piece spoiler allowed, but must be bolted together at joint and attached to single blade at that joint.
If bolted together, both pieces must be exact same angle.
Measured total of all material including any turns up or down and including support brace.
Spoiler may not extend over side of car
Spoiler blade may extend up to ¾ inch off of back of car
Maximum 3 blades or supports allowed.
Supports or blades maximum length of 18½ inches where it attaches to the car. Includes middle blade.
Blade must have a minimum of 1 ½ inches clearance between front of blade and sail panel.
Blade at front edge must be a maximum height of 4 inches.
If angle material is used to support rear of spoiler, it must be mounted at least ½ inch below top edge of spoiler
**Cars with GM 602 engine MAY utilize 12" inch 'side blades'. Middle blade 'if used' must remain 8 inches. Both side blades must be the same size.
*12" inch side blades. Taper from 4" front to 12" rear
"Stackable" spoilers are not permitted
Rocket spoilers are now legal. Max 2 inch material off the back of the blade

ROLL CAGE No aluminum or titanium cages permitted.
All tubing must be a minimum of 1 1/2 inches and a minimum of .083 wall thickness.
Three bars in driver's side minimum is mandatory, two bars in right side minimum is mandatory.
Must have a minimum of 1 inch bar, .083 wall thickness in halo section running either front to rear or diagonal across

WINDOW NETS If you do not have a full containment seat meaning with minimum of 6 inches on both sides of the head area you must use "sprint car type" window net.

SEATS Minimum of 6 inches of containment on the right side of the seat. If you do not have left side containment of 6 inches you must use a driver side "sprint car type" window net.
Seats must be bolted to solid mounts, not to floor and/or firewall.

DRIVERS COMPARTMENT/DRIVER SAFETY Fire suit mandatory. One or two piece.
Fireproof Racing shoes, boot and gloves *mandatory*
Hans, Hutchens, Hybrid and/or similar safety restraint mandatory. No weight break as it is now mandatory.
Quick release steering wheel mandatory.
Batteries may not be located inside driver's compartment.
Must have either insulated cable ends or plastic cover for battery box to prevent "fueling fires"
Helmet with fire resistant interior. Snell 2005 and up.
Full set of racing seat belts and mounted to frame and not floor mandatory. NO SEAT BELTS OLDER THAN TWO YEARS!
25 LB WEIGHT PENALTY
Must have working fire system at all times. Not charged means not working. Gauges must be visible to tech inspector

Must have “master cut off switch”. Mounted on deck 10 inches behind driver headrest.
PUT ON GROUND SIDE OF BATTERY NOT HOT SIDE.

FIRE SUPPRESSION All racecars must be equipped with a manual or thermally deployed automatic fire suppression system. The fire suppression system will consist of a DOT approved cylinder manufactured from aluminum or steel with a capacity of ten (10) lbs. of fire extinguishing agent, steel or steel reinforced lines, and a minimum of two (2) discharge nozzles.

All systems must meet or exceed SFI 17.1 specifications.

Systems must be fully charged with ten (10) lbs. of extinguishing agent and display a legible and valid SFI and manufacturer label depicting fire extinguishing agent, capacity and certification date. Cylinders that or beyond useful certification date must be inspected, serviced and re-labeled by the manufacturer.

Cylinders must be mounted forward of the fuel cell. Cylinders must be securely mounted to the frame/roll cage assembly. The certification label must be unobstructed and easily accessible for inspection when the mounting is complete.

The cylinder must be connected to the nozzles with steel or steel reinforced lines.

One (1) nozzle must be located directly above the fuel cell in the fuel cell area and the second nozzle located in the driver cockpit area. An optional manual override cable may be used.

A large 3-4 inch RED Arrow is suggested on car pointing toward fire system handle so Officials can find it in an emergency

MIRRORS ARE NOT ALLOWED WEEKLY OR TOURING

FUEL CELL Fuel cell must be mounted behind rear end housing between frame rails in what is known as “industry standard”.

Must be securely strapped with minimum of two steel straps. (Other state laws may apply, NJ, etc)

Straps must be 2 inches wide x 1/8 inch thick.

Must be mounted inside fuel cell steel or aluminum box

No part of fuel cell may be below bottom of rear housing.

No fuel cells with bottom outlets. Side outlets will be illegal beginning in 2018. Must be top outlet only.

REAR SUSPENSION (These rules are per the Unified Dirt Late Model Committee for all series in 2017)

1. General

A. Rear suspension designs and applications are constantly evolving. Although the intent of the rear suspension rules are an attempt to accommodate the majority of suspension and suspension component designs and applications currently being used in competition, the rules cannot be absolute. Any and all new designs or modifications to an existing suspension and/or suspension component must be communicated to and approved by the Series Director before being used in competition.

B. Rear suspension may utilize either coil or leaf springs.

C. Rear suspension configuration of current designs know as 3 link, 4 link, cantilever, Z link, or swing arm designs may be used.

2. Rear Suspension Frame Mounts

A. All frame suspension mounts must be fabricated using magnetic steel.

B. Frame suspension mounts may be either a single or double shear configuration for mounting suspension components.

C. Single shear frame suspension mounts must be a minimum of 1/4 inch in thickness. Double shear frame suspension mounts must be a minimum of 1/8 inch thickness on both sides of the mount.

D. All frame suspension mount component mounting holes must be round and sized correctly for the fastener being used. Clearance between the fastener and the mounting hole must not exceed common industry standards for fastener clearance.

3. Axle Housing Mounts

A. Only one (1) axle housing mount per side will be permitted.

B. Axle housing mounts may be a solid (welded) type or a floating type design.

C. The final assembled axle housing mount must be a one (1) piece mount. When a floating type mount is fabricated using two (2) pieces, the two (2) pieces must create a common one (1) piece pivot (barrel). The two (2) pieces must be fastened or welded together to prevent independent movement of the two (2) pieces. The axle housing mount must attach directly to the axle tube with clearance only to permit rotation of the entire mount. Fore, aft or vertical movement of the mount or the axle housing within the mount will not be permitted.

D. Axle housing mounts may be fabricated from magnetic steel or aluminum.

E. Mounts for suspension attaching (radius) rods must be an integral part of the axle housing mount. The mounts may be either a single or double shear configuration. When using a single shear configuration, a minimum thickness of 1/4 inch for magnetic steel or 1/2 inch for aluminum is required. When using a double shear configuration, a minimum thickness of 1/8 inch for magnetic steel or 1/4 for aluminum is required. Dynamic movement of any mount other than movement created in normal suspension travel will not be permitted.

F. The mounting of any component(s) other than suspension attaching (radius) rods or shocks will not be permitted on the axle housing mounts.

4. Rear Suspension Attaching (Radius) Rods

A. A maximum of two (2) attaching (radius) rods per side will be permitted.

B. Attaching (radius) rods may be fabricated from magnetic steel or aluminum.

C. Attaching (radius) rods may be solid or tubular material. The material may be round or hexagon in shape.

D. Spherical rod ends or steel clevises must be used at the end of each rod for pivoting, static length adjustment, and mounting. Bushings of all types will not be permitted.

E. The final assembled attaching (radius) rod must not have the capability to change length dynamically by any means or devices.

F. Spherical rod end sizes may be a minimum of a 5/8 rod end body with a 1/2 inch bearing to a maximum of a 3/4 inch rod end body with a 3/4 bearing.

G. In all applications, the correct size fastener must be used when mounting the spherical rod end to a bracket (example: 1/2 fastener must be used with a 1/2 bearing and mounting hole).

H. Attaching (radius) rods must mount directly to the frame suspension mount at the forward end and to the axle housing mount at the rearward end.

I. All rear suspension fasteners must be magnetic steel with a minimum diameter of 1/2 inch. The use of grade 8 fasteners is highly recommended. All fasteners must be correctly sized for the component and application of use.

5. Rear Droop Limiter

A. One (1) droop limited chain per side will be permitted.

B. The droop limiting chain may incorporate bump stops and/or springs.

C. The droop limiting chain must attach to a collar type mount on the rear axle tube and to the frame assembly directly above the lower mount.

D. Droop limiting chains must be mounted vertically. A droop limiter is allowed to utilize a bump stop or spring type connection. Any enclosed connector device may be considered as a shock absorber and counted in total number allowed.

6. Torque Control Devices

A. Lift arm assemblies and pull bars will be permitted.

B. Only one (1) torque control device may be used.

C. Lift arms must attach to the axle housing using a mounting configuration that prevents any movement between the lift arm and the rear axle housing. A gusset or brace bar to prohibit side to side flex will be permitted.

D. The forward end of the lift arm may use a spring over shock assembly (5th coil), a braking shock (6th coil) and a limiting chain.

E. Pull bars may be adjustable on both ends; however, the adjustments must remain fixed during competition.

*Adjustors within reach of the driver will not be permitted.

TUNGSTEN IS NOT LEGAL

SPRINGS

Coil springs or leaf springs will be permitted.

Coil springs must be manufactured from magnetic steel. Leaf springs must be manufactured from either magnetic steel or approved composite material.

Spring preload adjustments for coil springs must be made using mechanical adjusting nuts on the shock body.

Spring preload adjustments for leaf springs must be made using a mechanical adjusting device such as an adjustable shackle or threaded rod type mount.

Other than spring dampening by the shock absorber, hydraulic, pneumatic, or electrically controlled adjusting devices, (static or dynamic) that affect spring preload or race car heights will not be permitted.

AXLE HOUSING & REAR DIFFERENTIAL

The axle housing must be of the "closed tube" design utilizing "full floating" magnetic steel axle shafts.

The center section of the axle housing must be manufactured of either aluminum or magnesium.

Axle tubes must be one (1) piece. Axle tubes must be manufactured of aluminum or magnetic mild steel. Axle tubes manufactured of exotic, heavy materials will not be permitted. The outside diameter of the axle tubes must not exceed three (3) inches. Axle tube internal inserts or external sleeves will not be permitted. The addition of any ballast weight to the axle housing will not be permitted.

AXLE HOUSING MOUNTS (BIRDCAGES)

The only materials used to fabricate axle housing mounts (birdcages) that will be permitted is aluminum or magnetic mild steel. Axle housing mounts fabricated of exotic, heavy materials will not be permitted.

When fabricating axle housing mounts detail must be paid to functionality. The completed axle housing mounts, when comparing the right and the left side, must be as similar in design as possible.

REAR SUSPENSION ATTACHING (RADIUS) RODS

The only materials used to fabricate attaching (radius) rods that will be permitted are magnetic steel or aluminum. Aluminum attaching (radius) rods may be solid or tubular material. Magnetic steel attaching (radius rods) must be tubular with a maximum wall thickness of 3/16 inch.

No spring rods or devices which change dynamically through the use of a spring to like device.

SHOCKS

A. Shocks are intended to dampen and help control spring frequencies in both the compression and rebound motions. Shock "builds" that are specifically for the purpose of locking down or preventing suspension movement or to increase height beyond the function of the spring will not be permitted.

B. Mono-tube, single piston, nitrogen gas charged shocks will be permitted. All shocks must utilize spring shim-type valving on the piston and needle and seat type adjusters for exterior adjustments. Remote nitrogen gas reservoirs will be permitted. The remote reservoirs may contain a compression adjustor.

C. Shocks and shock components may only be manufactured from steel or aluminum.

D. Rotating parts will not be permitted inside or mounted to the shock absorber.

E. Thru-rod shocks will not be permitted.

F. Shock adjustments while the vehicle is in motion will not be permitted.

G. Unless otherwise authorized, all shocks must be mounted vertically.

H. Approved shock locations are as follows:

One (1) shock will be permitted at each front wheel

One (1) shock will be permitted at the right rear wheel

Two (2) shocks will be permitted at the left rear wheel. When using only one (1) shock at the left rear wheel, the shock must be mounted behind the rear axle tube. When two (2) shocks are used at the left rear wheel, one (1) shock must be mounted behind the rear axle tube and the second (dummy) shock must be mounted on top of or forward of the rear axle tube.

One (1) shock will be permitted mid-ship at the front of the lift arm assembly.

One (1) dummy shock will be permitted. The shock must be mounted within three (3) inches of the center line of the rear axle center section. This shock may be mounted horizontally.

Two way adjustable shocks only.

No 3 or 4 way adjustable. No magnetic shocks. No wireless or wired connections. No GPS shocks (\$5000 fine 1st Offense)

No inerters on any location (\$5000 fine 1st Offense)

No electronic connections of any type to shocks or hardware thereof wireless or wired

No spring rods

NO air dumps on 5th coil shock

NO pneumatic bump stops

SHOCKS/ SPRINGS Shocks and/or springs may not be covered in pre race tech. May cover to race.

NO AIR SHOCKS

Shocks must fully compress

No bump stop inside shock

(1) Spring rubber per spring only. Maximum of 6 inch length. 2 inch max height on front. 3 inch max height rear. (can only cover one coil of spring).

No stacked springs

Standard steel Barrel type springs only

No progressive springs

No pigtail springs

No polymer spring material

BUY FEE FOR SHOCK \$1000 per shock

BUY FEE FOR SPRING \$100 per spring

Cannot CLAIM spring and shock from any one corner. One or the other in CLAIM situation.

Bump Stop on right front only. This is the only 1 that is allowed. \$18.50 retail from RE Suspension. (704) 664-2277

(1) 5/8ths Shaft RE-BR-RSW-560 PURPLE Durometer 60

(2) ½ inch Shaft RE-BR-RSW-660 PURPLE Durometer 60

No washers, no cups, no anything other than the bump stop itself.

We are trying to work with you. You know we didn't want to have a bump stop at all, but in trying to work with our teams and not destroy your shocks, we are willing to try this concession. Please don't push this rule or we will have no option other than just take them away altogether.

IF you keep making shocks harder to tech then we will have to hire more qualified people which in turn means at some point, entry fees, membership fees and pit fees will have to go up also.

TAKE UP SPRING 10 LBS RATE MAX. Made of flat standard steel material.

ANYTHING OUT OF THE "NORM" MAY BE INSPECTED AND COULD BE DISQUALIFIED SO CHECK WITH TECH INSPECTOR FIRST, NOT AFTER.

Shocks have become a financial burden on many teams. There are \$25,000 shocks in other types of racing so know we are looking and learning and trying to figure out how to get this corrected in a manner that is reasonable to all.

PENALTIES FOR SHOCKS AND SPRINGS

Refusal of tech - \$500 fine-loss of points-no money- barred for 30 days

Refusal of claim- \$500 fine- loss of points- no money- barred for 30 days

Illegal spring rubber, bump etc-\$500 fine - loss of points – no money – barred for 30 days

Illegal shocks- \$1000 fine – loss of points – no money – banned for 365 days

CHASSIS

No part of frame may be aluminum, titanium or other 'exotic' material.

All frames must be a minimum of 2 inches square or rectangular with minimum of .083 wall thickness.

Round tube frames must be a minimum of 1 3/4 inches and a minimum wall thickness of .083. 4130 chrome moly only. Wheelbase minimum of 102.0 at any time.

Wheel width from side to side is 88 inches maximum. Measured from outside to outside of rear tires.

Wheel spacers permitted.

All lead must be solid blocks. No lead shot permitted.

All lead SHOULD BE painted white with car number on it. This is a safety issue!

All lead must be securely fastened with minimum of grade 5 bolts minimum of 3/8 inch.

All bolts must be doubled nutted or safety wired. Locking nut alone is not legal.

All "single bolt mount" clamps must have duct tape or pinned at bolt to keep lead from backing off.

25 lbs per bolt mount. One bolt mount 25 pounds, two bolt mount 50 pounds. No one piece over 50lbs.

Jig chassis allowed.

Clip chassis allowed.

No wings or tunnels of any kind allowed on/under the body or chassis of the car. Rock shields are allowed as long as they do not create a spoiler effect. These may be constructed of aluminum or steel provided that they are attached securely to the chassis and are a MAXIMUM of 18 inches in height and 24 inches in length. These Shields are designed to protect oil pans and transmissions only and will be permitted in those locations only.

Engine setback 25 1/2 inches. Measured from center of ball joint to front of engine plate.

We will start looking at tubing thickness at races. Nothing under .083 is legal. Sonic tested for thickness. This is a safety issue.

RADIOS/RACEIVERS

Radios ARE NOT legal at any time.

Raceceivers mandatory at touring events. Raceceivers must be in working order at all times.

Should there be an issue with your receiver during an event, pull down and advise race official.

Anytime you are on the track you must have your Raceceiver on.

CONDUCT RULES

Any driver or crew member that puts their foot on the race track without the assistance of a Series Official will be disqualified immediately. No points awarded. No starting money. This does not include fire or safety instances.

Any person fighting will be fined \$500. Cannot race again until fine is paid. No points or money for that event.

Unsportsmanlike conduct will not be tolerated on or off track while attending an event.

Any driver that is black flagged and does not adhere to flag will be fined \$500.00. No points awarded. No starting money.

Drivers are responsible for ALL persons within their team

Tech is there to protect you. Tech person will tell you once to fix something and there will be no discussion afterwards.

Tech Official has the right to add weight for ANY INFRACTION

Cussing or threatening tech official will not be tolerated and can result in immediate disqualification and possible leaving the premises.

Tech Officials are there to make all things equal. Not to pick on anyone.

Social media, message boards, face book etc are great tools for racing. Please think about it before you start bashing a track or the series. You could be disqualified, barred, have points money taken away etc. Most tracks and the series are easy to work with and they want to do a good job, but no different than them not knowing what you go through to race, you probably don't know what they go through to put on a race. Just be reasonable and again, common sense.

SPIN(S)

Spin on initial start without contact, that competitor will go to rear. Everyone else back to their original spot.

FASTRAK runs under the "secondary caution" rule. Definition" if the yellow has already been thrown for an accident or spin and someone spins afterwards, that's a "secondary caution".

If you spin someone out and is seen as *intentional* by Officials, you will go to the rear the 1st time and be disqualified the 2nd time.

If Series Official sees it as intentionally spinning someone, spun competitor may be allowed to go back to position.

Two unassisted spins and you are out for that segment of the event. 3 spins if you are involved with other cars. Pulling hoods /anything that constitutes actual race performance is considered stopping on track & result in going to rear!

Internet bashing or defamation may result in membership being 'revoked' and/or fined \$500 plus loss of point monies and/or monies for the event(s)

PUSH VEHICLES, ATVS

You may not push start any car without proper bars in place.

Normal ATV rack is not a proper bar

DECAL PACKAGES

Decal packages mandatory. Series will furnish decals and designated positions per diagram provided in member packets. Series reserves the right to display sponsor decals on front fenders of each competitor's car at a FASTRAK event.

FASTRAK reserves the right to 10 specified positions on each competitor's car, members or non members,

No decals, no points. Also will not be eligible for contingencies and other monies from sponsors.

EVENT PARTNERS:

Event partners decals are one time partners for that event only. Please feel free to remove decals after event

INDIVIDUAL TRACK RULES

Note that track rules on an individual basis may over ride series rules. This is only in relation to mufflers, safety items, etc. such as window nets, gloves, etc. Please check with the individual track before attending an event.

WEEKLY TRACK RULES Weekly sanctioned tracks must abide by all of these same rules. They are written with the weekly track in mind for ease of local tech person. Should a local track not abide by these rules, track can be penalized up to \$1000 and also disqualified from being a weekly sanctioned track.

TRAVELING WEEKLY TRACK TECH We have hired a weekly track tech person that will be traveling from track to track this year. This person will tech when at weekly tracks. They will work with local tech people to make sure they understand the rules fully. The format rules are for touring events only. (secondary cautions etc) Weekly Track may choose to utilize or not.

DISCLOSURE STATEMENT

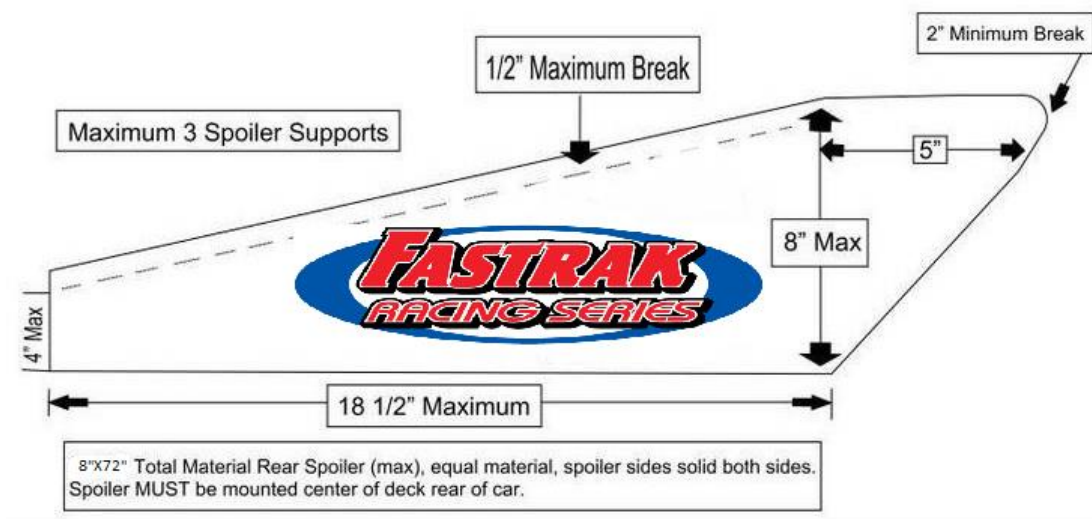
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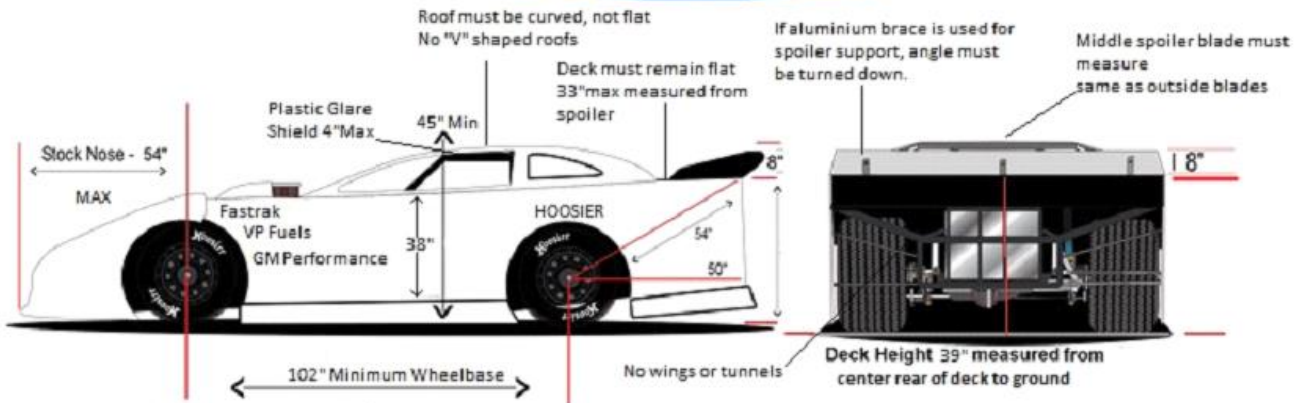
PLEASE READ CAREFULLY. YOU ARE ENTERING INTO A LEGAL AGREEMENT BY COMPETING AT A FASTERAK EVENT.

By participating in a FASTERAK event, participant(s) is entering into a legal agreement with FASTERAK Companies International LLC/ DBA FASTERAK Racing Series, to be later referred to as SERIES. In addition person(s) participating is also entering into a 'HOLD HARMLESS' contract with above mentioned companies, officers of said companies, sponsors, employees, officers, stock holders, Regional Directors (in good standing) and weekly sanctioned tracks (in good standing). Participant(s) agrees that racing is a dangerous sport and is hereby forfeiting any and all legal rights against all previously mentioned parties for any reason *whatsoever*. Participant(s) also agrees that SERIES may confiscate all parts should competitor be found "illegal". Driver and car owner AGREE that by participating in a FASTERAK weekly or touring event, should competitor be found *illegal*, all rules and penalties stated within FASTERAK RULE BOOK and *penalty* section of FASTERAK RULE BOOK TAKE FULL PRECEDENCE OVER ANY UNDERSTANDING 'IMPLIED OR OTHERWISE'. SERIES reserves the right to "decline" any membership. Series MAY ALSO CANCEL ANY MEMBERSHIP without notice. Participant and parties with said participant(s), understands they are "willingly" agreeing to all terms of this contract and hereby forfeit any and all legal rights of any type INCLUDING BUT NOT LIMITED TO "DEFAMATION OF CHARACTER". Participating in an event constitutes a contract.

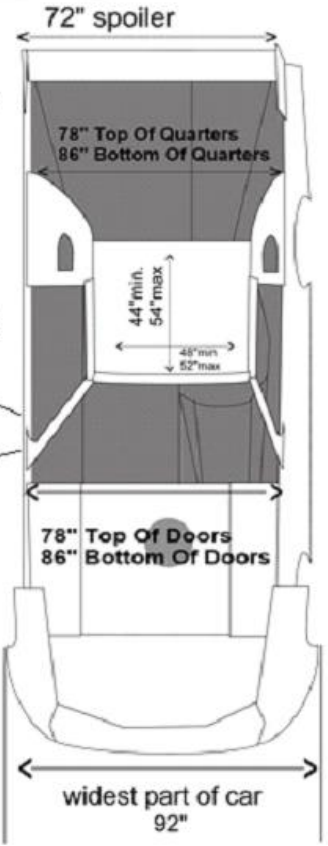
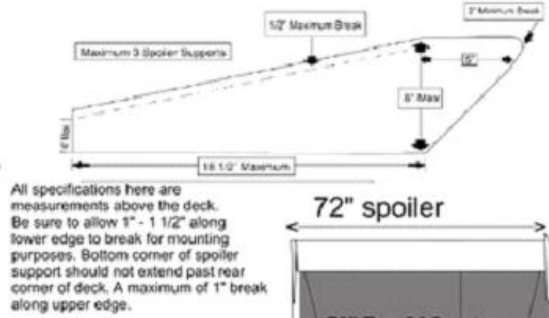
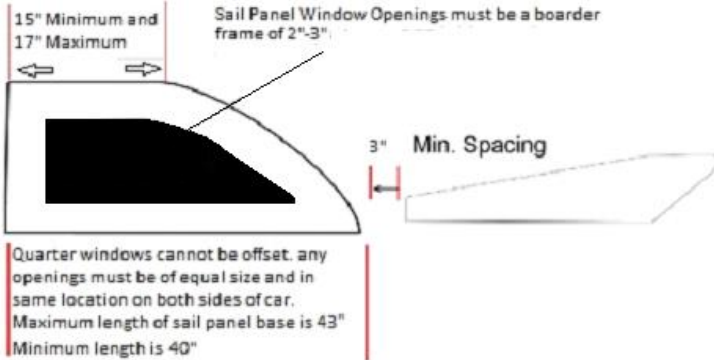
FASTERAK cannot be held responsible for accidents.

All parties to this contract expressly waive all objections to personal jurisdiction and agree that they shall submit to personal jurisdiction of the Courts of the State of Georgia, County of Franklin and / or the Federal Courts located in Franklin County, Georgia. All parties to this contract expressly agree that any dispute between the parties concerning this agreement or the services provided herein shall come within the exclusive jurisdiction of the Courts of the State of Georgia, County of Franklin, and that any dispute arising under or in connection with this agreement or related to any matter which is the subject of this agreement shall be subject to the exclusive personal and subject matter jurisdiction of the State and Federal Courts located in Franklin County, Georgia



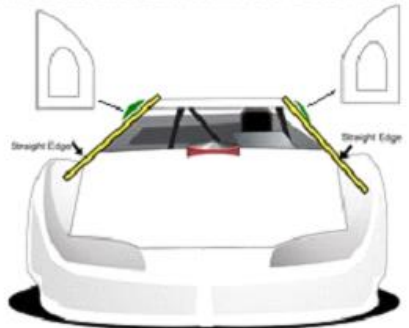


Both Sides
Fastrak, Hoosier, GM, and VP decals is specified locations is MANDATORY



Roof Supports

ROOF SUPPORTS OR "C" PILLARS ON BOTH SIDES MUST BE MADE OF EQUAL MATERIAL. WINDOW OPENINGS ARE ALLOWED BUT MUST BE THE SAME SIZE OPENING ON LEFT AND RIGHT SIDE. IF CLEAR LEXAN WINDOW IS USED IT MUST BE USED ON BOTH SIDES BOTH SIDES OPEN OR BOTH SIDES CLOSED. CURVED OR ARCED ROOF SUPPORTS ALLOWED, 2" MAXIMUM ARC ALLOWED AT WIDEST POINT, CHECKED WITH STRAIGHT EDGE, EXTENDED FROM ROOF EDGE TO DOOR EDGE.



No dishing will be allowed on body panels. Must remain flat

Window post 4" max. May have 12" flare at bottom support