2016 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.

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.

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 3/7/2016 these are the authorized engine builders:

<table>
<thead>
<tr>
<th>Race 1</th>
<th>Brad Hibbard</th>
<th>Youngstown OH</th>
<th>(330) 540-7223</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weinle Motorsports</td>
<td>Mike Weinle</td>
<td>Cleves, OH</td>
<td>(513) 353-1067</td>
</tr>
<tr>
<td>Gabriel’s Engines</td>
<td>Darrell Gabriel</td>
<td>Winterville GA</td>
<td>(706) 543-0182</td>
</tr>
<tr>
<td>Engine Machine Specialty</td>
<td>Joseph DeFazio</td>
<td>Nutler Fort, WV</td>
<td>(304) 641-8968</td>
</tr>
<tr>
<td>Pro Power</td>
<td>Jim Williams</td>
<td>Beckley, WV</td>
<td>(304) 253-6913</td>
</tr>
<tr>
<td>NDM Machine Shop</td>
<td>Dennis Scott</td>
<td>Wytheville, VA</td>
<td>(276) 621-4424</td>
</tr>
<tr>
<td>Hawks Racing Engines</td>
<td>Anthony Hawks</td>
<td>Princeton, WV</td>
<td>(304) 425-7543</td>
</tr>
<tr>
<td>Cam Racing Engines</td>
<td>George Coleman</td>
<td>White Marsh, VA</td>
<td>(804) 693-3632</td>
</tr>
<tr>
<td>Cox Racing Engines</td>
<td>Travis Cox</td>
<td>Bristol, TN</td>
<td>(423) 923-5001</td>
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More are added during the year so please check our website for any updates and the builder near you.

www.fastrakracing.com

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.

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: (678) 528-3117 website: www.fastrakracing.com

Receptionist Heather Mayo (678) 935-7304 Extension 0#

Insurance Mary K Combes (678) 935-7304 Extension 1#

Engine Seals/Office manager Brittanie Shore (678) 935-7304 Extension 4#
National Tech Director: Brad Hibbard  
cell: (330) 540-7223

NE Public Relations: Marcie Barlow  
cell: (724) 816-8482

NE Region Rep: Joel Prosser  
cell: (304) 771-8777

ULTIMATE Supers SE: Kelley Carlton  
cell: (864) 871-1442

ULTIMATE Supers Bob: Stan Lester – Kelley Carlton

CEO/Founder: Stan Lester  
(678) 935-7304 Extension 5#

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).

TEXT COMMUNICATION
We now have the ability to communicate with you via text. Get us your info ASAP. This is the fastest way we know to get in touch with you. Great help in case of rain outs etc.

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
There is a general meeting everyone is invited to join. That meeting is on the first Tuesday of every month at 7:00 PM.

MEMBERSHIP(S) FEES

$100 tour  $100 weekly  (need both if you want races to count at both. Meaning if you come to a touring race and you are a member of both, you get points for your weekly track and the tour).

You must be a member to run for any point monies awarded by FASTRAK.

You must be on FT 200/400 to receive points or to qualify for World Challenge (600 has been deleted from the line up)

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. In 2016 $10,000 to win paying through top 10 teams (explanation under pay outs) Best 15 races count for points in the National Weekly Championship.

DIVISIONAL CHAMPIONSHIPS New for 2016: 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.

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 $1200 to win and has been as much as $50,000 to win for the Grand Nationals.
TOURING CHAMPIONSHIPS The FASTRAK tours are currently in the Southeast based out of GA. Mid Ohio Valley based out of WV. 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: New for 2016. $1250 1st place prize, jacket, trophy. Best 20 races, touring or weekly or combination thereof Must start first race off as a teenager even if turning 20 later in the season. Champions of this award may not participate in it the following season.

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. Track may choose to start more.

WORLD CHAMPIONSHIP: World Championship $15,000 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 beginning in 2016. Members entry fee $100. Non Members $200.

NATIONAL TOUR: National Tour has been discontinued for 2016. That money was invested into the new “Future Stars Cup”.

POINTS

POINT SYSTEM: 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. Bonus points.1 point per car per event. Maximum of 10 bonus points. Weekly tracks only. Must be on FT tires “at all times” to receive FASTRAK points or to qualify for the WORLD CHAMPIONSHIP. 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!

TOURING POINTS” Same points system but no bonus points.

POINT MONEY: Point money to be paid out at National Awards Banquet in January.

RECEIVING POINT MONEY: Anyone to receive $1000 or more in point money that does not come to banquet will receive 50% of any posted amounts. PEOPLE CANNOT PICK UP MONEY FOR YOU. Checks will be sent out via certified mail the next business day after the banquet.

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 whereby 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. FASTRAK Authorized engine builders can protest as well. (listed on www.fastrakracing.com )

No back protest.

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)
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.

FASTRAK RESERVES THE RIGHT TO CHECK A COMPETITOR’S 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 CONFISSION 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: (678) 528-3117.

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

**WEIGHTS**

GM 602- Car and Driver 2150    GM 604 - Car and Driver 2350
(Minus 25 lbs for Hans or similar device or TRUE containment seat) Containment seats must be approved by tech man to get deduction for weight.
Tech Inspector may add weight "per item" for non qualified parts. Completely at Tech Inspectors discretion.

**TIRES**

FT 200/400 to get points or to count towards your qualification of WORLD CHAMPIONSHIP EVENT. Other tires may be allowed from time to time based on areas, track tires, area tires, etc. Cars with other tires will not be counted towards events or qualifying for World Championship. FT 200 may not be siped or grooved. FT400 may be siped and grooved
The FT 600 has been discontinued at this time.

**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 - $2500 fine, all points and monies for the event.
2nd offense - $5000 fine, loss of points and money for the event, out of points for that season.
3rd offense - $10,000 fine, loss of all points and monies for the event.

Tires may be randomly tested at any time and all penalties thereof apply

**Competitor/car/owner may not compete again until fine is paid IN FULL.**
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 competing in the main event 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. No refund of any kind
Loss of all money for event, loss of points, cannot compete again until fine is paid

1st offense $2500  
2nd Offense $5000  
3rd Offense $10,000

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

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.
(Expenses 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 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.

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

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
FASTRAK will take a strong approach to these materials in 2016 to lower the cost of the sport
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.

REAREND

Any standard type quick change. 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.

Rear ends, mounts, birdcages have gotten completely out of hand. Only standard components are allowed. If you have any question call your race director or tech person ahead of time.

Spring rods are not legal

Shocks and/or springs may not be covered in pre race tech. Covering them after will only bring about scrutiny on you during post race tech.

You know how expensive things have gotten in this area. We are trying to help in the manner. Please help us and yourself.

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.

WHEELS

MAXIMUM 14” wide. Steel or aluminum only.
Beadlocks permitted on any corner
Exotic materials not permitted including carbon fiber, plastic, 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.

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
Quarters windows must be either, both sealed or both open. (If open, cannot be ‘offset and must be the same size’).
Sail Panel(s) maximum 43 1/2 inches measured at any point on a horizontal plane.
Sail Panel(s) cannot be offset. Must meet edge of body. Maximum 3 inch arch measured on front side.
Sail Panel must ‘taper down’ at rear corner of roof.
Sail Panels Maximum of 5/8ths inch lip at any point for support.
No horizontal supports on Sail Panel
Front and rear of roof must roll, not create a spoiler effect.
Sail panel means complete panel not rods or pieces.
Roofs are getting completely out of hand. Be aware should this continue we can rewrite this rule without notice

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

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 type.

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. 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 CARS:** ROCKET HAS TWO SPOILERS. MAKE SURE YOU HAVE ROCKETS FASTRAK SPOILER.

**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**

Window nets are strongly suggested. Some tracks may “require” them so go ahead and get you one now and get used to it. No need in waiting until you get there then have to scramble for one. Sprint car type window nets are ok. The day is coming that insurance companies will require every track to use window nets.

**DRIVERS COMPARMENT/DRIVER SAFETY**

Fire suit mandatory. One or two piece. Racing shoes and gloves strongly suggested. Seat of racing type design and bolted to frame not floor. Right side head rest mandatory, left side suggested. Hans, Hutchens, and/or similar safety restraint not mandatory, but strongly recommended. (25 lb weight break if used) Quick release steering wheel mandatory. Batteries may not be located inside driver’s compartment. 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. Window Nets strongly suggested (This might be mandatory at some tracks per their rules and insurance regulations). Fire resistant gloves strongly suggested. Must have “master cut off switch”. Easily accessible to driver. Suggested on right hand side of cockpit.

**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.

**SHOCKS**

At this time shocks are open. Should the price become what FASTRAK deems “unreasonable” and an unfair advantage, then a shock rule will be put into effect or claim rule without notice. Two way adjustable shocks only. No 3 or 4 way adjustable. No magnetic shocks. No wireless or wired connections. No GPS shocks. No electronic connections of any type to shocks or hardware thereof wireless or wired. Shocks and springs must be uncovered for pre race tech. No spring rods. ANYTHING OUT OF THE “NORM” MAY BE INSPECTED AND COULD BE DISQUALIFIED SO CHECK WITH TECH INSPECTOR FIRST, NOT AFTER. Common sense issue. 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.

**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.

**RADIOS**

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)**

FASTRAK runs under the “secondary caution” rule. Definition” if the yellow has already been thrown for an accident or spin and someone comes I 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 the night. 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)
If there is a caution on the initial start, everyone goes back to their original position.

**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 in relation to mufflers, safety items, etc. such as window nets, gloves, etc. Please check with the individual track before attending an event.

**DISCLOSURE STATEMENT**

**Disclaimer**

**PLEASE READ CARFULLY. YOU ARE ENTERING INTO A LEGAL AGREEMENT BY COMPETING AT A FASTRAK EVENT.**

By participating in a FASTRAK event, participant(s) is entering into a legal agreement with FASTRAK Companies International LLC/ DBA FASTRAK 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 FASTRAK weekly or touring event, should competitor be found illegal, all rules and penalties stated within FASTRAK RULE BOOK and penalty section of FASTRAK RULE BOOK TAKE FULL PRECIDENCE 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. FASTRAK cannot be held responsible for accidents.

Welcome to the worlds “largest point fund in crate late model dirt racing”. THANK YOU!
604 Spoiler/Side Blades

8" Blades with 8" Spoiler

10"

7"

9"

10 1/2" Max

4"

1.5"

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602 Spoiler / Side Blades

12" Outer Blades with 8" Spoiler
Deck must remain flat 33" Max measured from spoiler

Roof must be curved, not flat. No "V" shaped roofs

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

No dishing will be allowed on Body Panels. Must remain flat

50" Max 102" Minimum (both sides) 54" Max

FASTRAK, Chevrolet Performance, Hoosier, VP Decals MUST be displayed in specified locations

Quarter windows cannot be offset. Any openings must be equal in size and in same location on both sides of car. Max length of sail panel at base is 43 1/2 inches

1 1/2 inch minimum clearance from front of blade to rear of sail panel

64" Max Plastic rear shield (6" wide maximum)

54" Max

Plastic rear shield (9" wide maximum)

39" Max.

1/2" Max of 8" x 72" Lexan or sheet metal. NO plexiglass

78" Max overall width

Top of doors

38" Max.

78" Max. Top of doors

Top of roof

45" Min

45° Min

No wings or tunnels

Roof width 48" Min to 52" Max

Roof length 44" Min to 54" Max.

Roof width 48" Min to 52" Max

Roof length 44" Min to 54" Max.

78° Max.

72° Max. Spoiler

78° Max. Top of doors

78° Max. Top of doors

78° Max. Top of doors

86° Max. Bottom of doors