



2020 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.

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

We reserve the right to amend the rules at any time

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 AGREE TO venue and JURISDICTION in Charlotte NC

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. The SERIES brings computer checks from the office, preprinted for the sake of time after the event. This is no way changes the responsibility of the speedway to pay the purse in full the same night of the event. FASTRAK is not responsible for the purse.

Letter from the President

If you haven't heard, I have finally retired. You guys turned my hair white so I have to give lol. Seriously after some health concerns it was time for me to take things a little slower for a change. I've been racing for over 50 years now so trying to get my dog to recognize me again. I will be at a few races this year, but that's it. DJ is taking over this company as I move on to other ones we have.

We did include stacks again as much as I disagree with it. I ask you to ask yourself this one simple question. What are stacks for? What is their purpose? My guess is 90% of the people either don't know or are mistaken. I just don't understand why people want to continue to drive up the cost of racing. Seriously how does it make any sense? If no one has it, then no one has to have it. It's not like the purses went up. Racing for the same money, but doing it for less only makes good old common sense.

The FASTRAK teams have always been very good at working on things together. I admire you for that. I wish we could do the same thing here and get to a spec shock and no stacks period. Plus other things that need to be worked on as well, but I have learned the hard way, you feel like we are trying to take something away from you. That's not the case at all, but we need to consider that guy that's runs 10th on back that might not understand it, might not have the connections and just wants to race. We HAVE to keep that guy racing too. Without him, there will either be no 604 tracks or no attendance and either way we all lose. I mean really is that going to make you lose a race if you don't have them? Of course not.

My job is to be able to see the future. Remember me talking about if we didn't do something, there would be no 604 racing left? You thought I was nuts right? Well now there is only 1 604 track left from Atlanta to Charlotte NC. 602's have taken over and not from the engine cost. 100% from shocks. NO we don't have to do a thing, you can have it your way, but eventually what choice will we have other than go to 602 engines and then it would be no stacks and spec shocks like all the 602 series do. All of us have been the "little guy" at some point along the way. I just ask you to simply consider him as well.

The rule book has been redesigned based more on category. Should simplify finding things you need.

I wish all of you a great season and I am always available if you need me.

My Best;

Stan Lester

COMPANY INFORMATION

FASTRAK Companies International Inc DBA/FASTRAK Racing Series

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COMMUNICATION – UPDATES -GENERAL INFORMATION

RULES MEETINGS/Technical Updates-

Due to lack of attendance we will now ONLY have rules meetings by skype. These meetings are for members only and weekly tracks/Touring event tracks. Fastrak.corporate.office is our name on skype. This is a free program that can include you via desktop, smartphone, tablet, laptop. Pay attention to these times when announced. You will need a built in camera or have a camera on your desktop. Cameras are cheap now and this is YOUR chance to voice your opinions on the rules and whats added or taken away per season. NO RULES will be discussed on social media from this point forward. Make sure your email address is included on your member form.

SKYPE

We strongly suggest getting skype. It's a free download to phones, tablets, computers. All of our staff is on there each day for **Instant messages**. Our address is fastrak.corporate.office. Please use your real name, racer name so we will know who it is and we accept your request to join in.

SPIRIT OF COMPETITION

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.

FASTRAK will always continue to work to minimize cost. We have the right to require spec parts, fuel, tires ,etc providing those items are no longer affordable to local teams.

SOCIAL MEDIA

BASHING ON SOCIAL MEDIA (to be determined by the series) may result in disqualification, deduction of points or permanent ban from track/series. If you have a problem, call the office and let us attempt to resolve it. Social media bashing has NEVER resulted in anything, but chaos and additional problems.

Social media is a place for information and advertising your events. Fans DO NOT want to see your complaints.

MEMBERSHIP

MEMBERSHIP(S) FEES

After 16 years our membership fee will increase to \$150. This covers both weekly and touring events **and includes \$100,000 of additional medical insurance.**

Membership begins on date of application

Points begin on date membership is received in office

Only members are eligible for point monies

Tracks CANNOT add a member at year end to qualify for WORLD CHALLENGE (Verifiable points on website)

Must be on FT crate spec tires at all times on all four corners to receive points

Weekly Tracks MAY NOT allow other tires WITHOUT WRITTEN PERMISSION FROM FASTRAK.

TO BE POSTED AT TECH SHED

TEMPORARY MEMBER FEES

We have done away with temporary membership fees.

\$100,000 ADDITIONAL MEDICAL INSURANCE:

We now offer through Mutual Of Omaha a \$100,000 additional medical benefits policy included in membership fee. \$40 EACH TO ADD CREW MEMBERS, FAMILY, ETC. \$40 each to add track officials.

Insurance ends December 31st of each racing season.

This policy is good for any event, not just those of FASTRAK.

CANCER AWARENESS MONTH (OCTOBER)

These events DO NOT REQUIRE MEMBERSHIP

FASTRAK rules apply other than pre- announced tire rules may differ

Tire rules based on location of host track(s) Crate spec tires only

The purpose of these events is to introduce FASTRAK to other areas so we try to utilize local tires rules.

FT200/FT400 will be legal at ALL October events.

Prizes for best looking cars will be tallied each race to be rewarded at last race of this series.

CHAMPIONSHIPS- EVENT TYPES

No more DIVISIONAL CHAMPIONSHIPS IN 2020. We are not charging tracks anything in 2019 so therefore no way to fund it. PLUS - we are paying the top 30 in 2020 versus the top 10 in the NATIONAL WEEKLY CHAMPIONSHIP.

NATIONAL WEEKLY CHAMPIONSHIP

A track that operates under FASTRAK weekly sanctioning, under contract with FASTRAK and IN GOOD STANDING. Teams from weekly tracks compete in the National Weekly Championship and eligibility for the WORLD CHALLENGE.

Cars without FT crate spec tires on all 4 corners WILL NOT receive points at any time.

Pays the top 30 from all FASTRAK weekly sanctioned tracks

Bonus Points: Applies to weekly track car counts. 1 point per car up to 8 points maximum.

Each position receives bonus points. (example 35 for 1st plus 8 bonus points, 2nd 34 points plus 8 bonus points etc. ALL cars in the field get their position points, plus the bonus points.

Must take the green flag in competition to receive any points, meaning heat race, feature, etc.

Breaking in hot laps receives no points.

TOURING CHAMPIONSHIP

We plan two tours in 2020. Northeast and Southeast

Total of points from all touring events in that area

Must run 75% of races in the tour to receive any point money.

Hardship points: hardship points are for TOUR ONLY. Any driver may get (1) hardship exclusion per calendar year. Driver will receive 11 points in this instance. Hardships may include, hauler trouble on the way, deaths, family emergency, weddings etc. Must be approved by series to receive hardship points no later than Monday after effected event.

Point funds per Region will be announced on facebook.

New Region point funds will be less than that of an established Region, UNTIL that Region is built up.

Racing with another series, special event, weekly track will not be considered a "hardship"

NATIONAL WEEKLY CHAMPIONSHIP

\$10000 to win through Top 30 teams from weekly tracks.

Must be a member

Must be on FT crate spec tires at all times

FUTURE STARS CUP CHAMPIONSHIP

\$1500 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 overall through National Weekly- will be tracked separately on website for ease of use.

WORLD CHAMPIONSHIP

Purse increase to \$51,000 to win - \$2051 to start, Date September

Thursday Sept 17- Early Parking, Friday Sept 18 – Preliminaries, Saturday Sept 19 \$51,000 to win

Entry fee for this event: \$150 members \$200 non members.

WORLD CHAMPIONSHIP will be televised as a 2 hour special on MAVtv

Any FASTRAK driver selling a sponsor package for the World, will receive a 20% commission from FASTRAK.

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.

MUST HAVE FT CRATE SPEC TIRES TO RECEIVE POINTS.

May run other series crate spec tires on front.

Must run FT crate spec tires on rear, but will not receive points. To be announced on a race by race basis.

Must participate in 75% of races to be eligible for point money

WORLD CHALLENGE-

2020 Format and location TBA.

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 DOES NOT include "hot laps". 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 director to insure legitimacy.

TOURING POINTS

Same points system but no bonus points

RECEIVING POINT MONEY

NO ONE CAN PICK UP YOUR CHECK FOR YOU.

Will be mailed via certified mail the week after National Awards Banquet

Goes to person listed on payment on membership form under payment to:

It is **YOUR RESPONSIBILITY** to make us aware of any changes

Must run 75% of the races to receive any point money from Tour

TELEVISION SCHEDULE

Televised events: Most FASTRAK Tour events are live streamed on Speed51.

Charlotte Dirt Track- May 23rd- Televised on MAVTV

World Championship- September, 18th, 19th Televised 2 hour special MAVTV.

Additional events are subject being added. We will announce beforehand. TV is huge for crate late models so we need your help in making sure the events are successful. The more successful they are, the more we can sell TV in other places for you. Long term our number 1 goal is to gain you added sponsors by having televised events.

ENGINES

NOTE ON ENGINES: FASTRAK is one of, if not the only series that requires engine builders to be bonded and contracted. Therefore we strongly recommend teams utilize FASTRAK authorized engine builders **for your own protection**

Engine builder list on website 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 that area to service our customers

ENGINE SEALS- All series seals- GM bolts - New GM Cap Style Seals - are legal.

NO TRACK OR ENGINE BUILDER SEALS "BY THEMSELVES" ARE LEGAL **WITHOUT SERIES SEALS**

Engine and components thereof must remain "as from factory".

Only GM 602 and 604 engines are legal in FASTRAK events

FASTRAK reserves the right to adjust engine specs/parts in case of reliability issues.

All parts of GM engine must remain stock as from GM.

This includes but is not limited to, valve springs, harmonic balancers, rocker arms, camshafts, timing keys, etc.
Please refer to GM spec manual for parts list

No more aftermarket parts PERIOD.

**NOTE: Crate racing USA has gone to all GM parts now and 2019 was the last season aftermarket parts were allowed
HVH "undercover" heads are not legal**

NO "UNDERCOVER" PARTS ARE LEGAL

**ANY MANUFACTURERS THAT BUILD ILLEGAL PARTS TO CHEAT, ALL OF THEIR PRODUCTS WILL BE BANNED FROM
FASTRAK.**

OIL PUMP

Must be as "from factory".

Wet Sump only. No external oil pumps even if "inside" oil system etc.

(1) remote oil filter permitted.

(1) oil cooler permitted.

EVACUATION SYSTEMS

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

ENGINE CLAIM

\$6300 (AS FROM FACTORY IN CRATE)

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 a 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 \$1000 contracted amount.

PROTEST FEES AND AMOUNTS

PROTESTS

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 TO TECH DIRECTOR

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

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

Complete Engine Tear Down- \$1300 (\$300) goes to person doing tear down

Cam Profile - \$600 (\$250 goes to inspector) Includes (1) head and intake

Head (1) and intake - \$400 (\$200) goes to inspector

Fuel Protest- \$150 (driver must claim fuel type (lab will test against that same baseline)

NOTE: Protest fee for an engine sealed with anything other than FASTRAK seals or NEW GM Bolts/Cap Seals is 50% of any posted base amounts (person doing inspection will be paid as listed above)

In the event of an engine protest, **both** competitors' representatives must be present at time of tear down.

In the event protestor is not present at tear down, protest fee will be forfeited and engine will not be torn down. In a protest, engine will go to nearest FASTRAK rebuilder or if their engine, next closest **FASTRAK** builder. Series or track will name the inspector, not competitor doing protesting.

FASTRAK RESERVES THE RIGHT TO CHECK A COMPETITORS ENGINE BY ANY MEANS AT THE DISPOSAL OF THE TECH INSPECTOR OR FASTRAK ENGINE REBUILDER.

Any competitor that will not allow the engine or part(s) to be inspected will be automatically disqualified and considered "cheating within the bolts" and all penalties applying thereof. Competitor will be barred 365 days 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

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 and time of penalty served.

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

POSSIBLE EXCEPTION(S): 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 above STATING ENGINE BUILDER had no knowledge , ENGINE BUILDER MAY BE ALLOWED TO CONTINUE TO BUILD ENGINES

ENGINE OUTSIDE THE BOLTS

1st offense - \$2,500 fine, loss of monies, no points, 90 day suspension

2nd offense - \$5,000 fine, loss of monies, out of all points for season, cannot qualify for World Challenge members-only event, 90 day suspension

No competitor may race again until fine is paid in full.

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) WITHOUT NOTICE

APPEAL(S) and/or 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 When an infraction is "appealed" competitor will be responsible for all expenses incurred for appeal, including but not limited to legal fees, security fees AND fees for board members.

APPEAL 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).

ILLEGAL COMPETITOR WILL BE RESPONSIBLE FOR ALL EXPENSES THEREOF

WEIGHTS

Everyone has told us all cars are around 50 lbs heavier now so weights have been adjusted accordingly. NOTE: These are subject to change based on competition.

602 ENGINES

(may utilize 12 inch spoiler blades on outsides ONLY)

GM 602 – Car and Driver 2200 with AFCO Crate Spec Shock package

GM 602 – Car and Driver 2250 with other non-canister split valve shocks

604 ENGINES

GM 604 – Car and Driver 2300 with AFCO Crate Spec Shock package (single springs)

GM 604 – Car and Driver 2350 with AFCO Crate Specs Shocks and stacks

GM 604 – Car and Driver 2375 with other shocks and single springs

GM 604 – Car and Driver 2425 with other shocks and stacks

(NOTE: THESE WEIGHTS ARE SUBJECT TO CHANGE BASED ON COMPETITION)

Superbowl Carb add 25 lbs

No weight break for safety items

Tech Inspector may add weight for non “qualified parts” AT HIS DESCRETION. USUALLY 25 LBS PER ITEM

WEIGHT BALLAST

Only lead can be used for weight

No tungsten

1 bolt per every 25 lbs

_Minimum grade 5 bolt

Weights may not be bolted to rear end housing

Strongly recommended to NOT use grade 8 bolts as they shear, versus bend.

FUEL, FUEL SYSTEM, CARBS, EXHAUST

FUEL

No additives of any type- ANY MEANS ANY

Hydrometer Test- .760 MAXIMUM SPECIFIC GRAVITY

Ethanol will be “water tested”. 85 CONTENT + OR – 5.

Competitor may be asked to “declare fuel being run”. Must match baselines at lab for proof of legality

\$500 fine for illegal fuel as described above and 30 day suspension

Loss of all monies for event

Loss of all points for event

Loss of race towards World Challenge Qualifications

Recommended fuel: VP fuel is the “Official Fuel of the FASTRAK Racing Series”

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.

CARBURETORS

Any 750 CFM carb or smaller. Must have 1 11/16ths base plate maximum

Maximum venture 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

For super bowl carb add 25lbs

Roll Over plate strongly recommended

ICT Carb not legal

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

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).

ELECTRONICS/DISTRIBUTORS/IGNITION

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 adjustments from inside cockpit

ELECTRONIC DEVICES

No electronic devices allowing shock adjustment or car from cockpit

Traction control ILLEGAL.

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

Lap timers legal in HOT LAPS ONLY- Must be removed from car after hot laps

Must start in rear if caught

RUNNING GEAR/DRIVELINE

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

Hightower type transmissions are not legal

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 known 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

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.

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

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.

BRAKES/WHEELS/TIRES

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.

If a magnet doesn't stick to it, it's ILLEGAL

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

May use brake cut off switch

May use brake bias bar

TIRES

FT200/400 at all times on all corners to receive points

No grooving or siping on any tire

Other “crate spec” tires may be utilized on front from time to time at specific tracks

ANY EXCEPTION will be posted at tech shed

No tire may be chemically altered

Tires may be checked by Officials at any time

Tires may be sent to lab for proof of no chemical altering

Any tire found with different sidewalls or other altering of carcass, will be confiscated for testing

1st offense - \$500 fine, all points and monies for the event. Plus cannot compete for 14 days.

2nd offense - \$2500 fine, loss of points and money for the event, cannot compete for 30 days

3rd offense - \$5000 fine BARRED for 365 days

Altering of sidewall(s) or carcass or **compounds** - \$50,000 fine (**includes manufacturers**)

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

WHEELS

MAXIMUM 14” wide. Steel or aluminum only.

Beadlocks permitted on any corner

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

Must have 3 working fasteners on all wheel covers minimum

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)

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

Wheel Spacers- tungsten is not legal

EXOTIC MATERIALS

All exotic materials are ILLEGAL

That includes titanium or carbon fiber unless stated otherwise

Carbon Fiber wheel covers are permitted AS LONG AS THEY HAVE BLUNT EDGES

Carbon fiber fan blades are legal

Carbon fiber driveshaft is legal

Tungsten is an exotic material and therefore not legal

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.

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

SHOCKS/ SPRINGS/ RUBBERS/ BUMPS (AFCO SPEC SHOCKS IN NEXT SECTION)

SHOCKS: \$500 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.

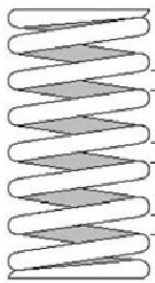
If any shock has more than a 2 way adjusting capability, its ILLEGAL, working or not.

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. No pre-loader permitted.
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. 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.
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

SPEC SHOCK PACKAGE (AFCO CRATE SPEC SHOCKS)

Shock Claim \$200 any refusal of claim or purposeful damage to claimed shock \$500 fine, loss of points, 30 day suspension

AFCO CRATE SPEC SHOCKS that have been altered will result in a \$500 fine and illegal shock(s) will be confiscated.

Part numbers for AFCO Crate Spec Shocks

Right Front 6-inch stroke 2763-12FCS, 2763-14FCS

Right Front 7-inch stroke 2773-12FCS, 2773-14FCS

Left Front 7-inch 2773-9FCS

Right Rear 9-inch stroke 2794FCS

Left Rear 9-inch stroke 2796-3FCS

Traction Shock 2796-0FCS, 2799-0FCS

Torque Arm 2773-7FCS

BUMP STOPS

Bump springs legal

Neoprene bumps legal

Rubber bumps legal

No bump pretensioners allowed

No air bumps allowed

SHOCK PENALTIES

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- \$500 fine – loss of points – no money – banned for 30 days

NO shock may have more than 2 way adjustment, working or not. ILLEGAL.

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 max 50 inches(Measured in a horizontal line at longest point)

Must have at least one number on both doors

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

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.

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

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

Left and/or right sail panel bottom may be inboard 2 ½ inches max from top of quarter panel

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

SPOILERS

8 inch spoiler **maximum. No minimum.**

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 **from inside the car or electronically.**

Maximum measurement is 8 inches tall X 72 inches wide max. 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 18 ½ inches where it attaches to the car. Includes middle blade.

Blade must have a minimum of 1 ½-inch 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, cannot be more than 1 inch. May be mounted flush to of blade

“Stackable” spoilers are not permitted

Rocket spoilers are now legal. Max 2 inch material off the back of the blade

Spoiler must remain flat on forward facing side (May not be dished).

**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 6” front to 12” rear.

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

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.

SFI rated seats STRONGLY RECOMMENDED

WINDOW NETS

Some tracks may “require: window nets so please check local track rules beforehand.

DRIVERS COMPARTMENT/DRIVER SAFETY

Fire suit mandatory. One or two piece.

Fireproof Racing shoes, boots and gloves STRONGLY RECOMMENDED

Hans, Hutchens, Hybrid and/or similar safety restraint STRONGLY RECOMMENDED

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 2010 and up.

Full set of racing seat belts and mounted to frame and not floor mandatory.

Seat Belts Recommended no more than two years old (may apply 25 lb weight penalty if older)

Highly recommended to have a 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 are highly recommended to 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

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 are not legal. Top Outlets only.

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 for battery change.

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 **WITHOUT CONTACT OF ORIGINAL CAR**, 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!

PUSH VEHICLES, ATVS

You may not push start any car without proper bars in place **MADE TO PUSH RACE CARS**

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 **FOR THE EVENT AND THE AWARDS BANQUET**

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

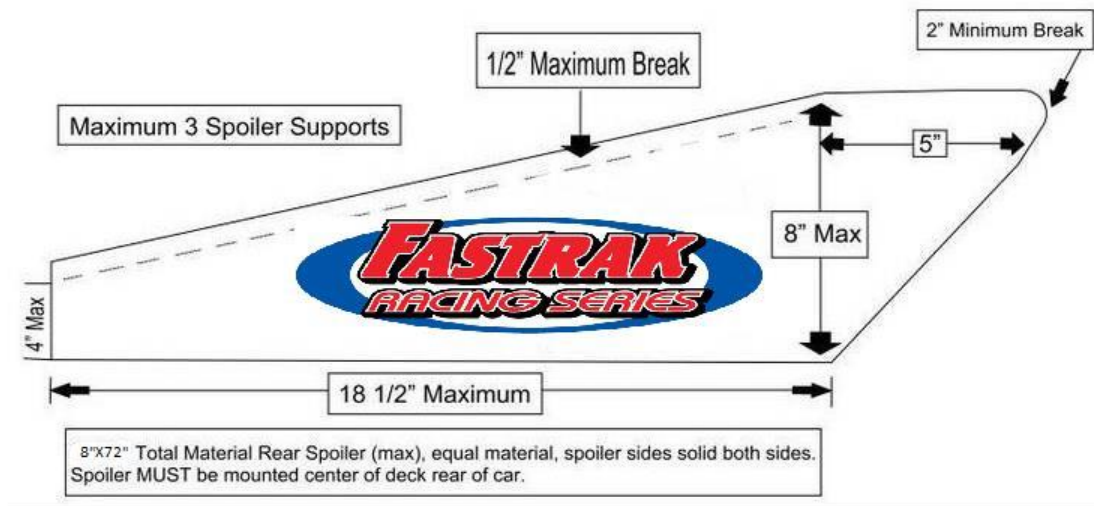
Weekly sanctioned tracks must abide by all of these same rules. They are written with the weekly track in mind for ease of local tech person. Should a local track not abide by these rules, track can be penalized up to \$1000 and also disqualified from being a weekly sanctioned track.

TRAVELING WEEKLY TRACK TECH

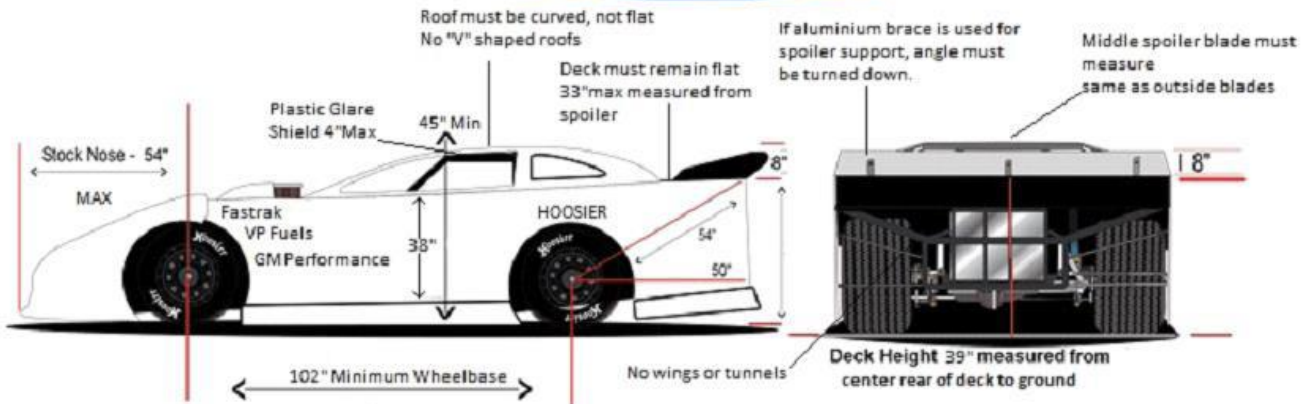
We have hired a weekly track tech person that will be traveling from track to track this year.

This person will tech when at weekly tracks.

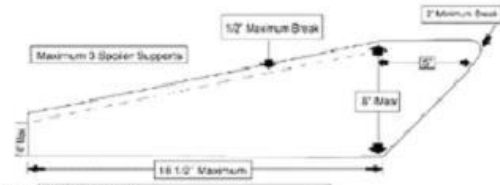
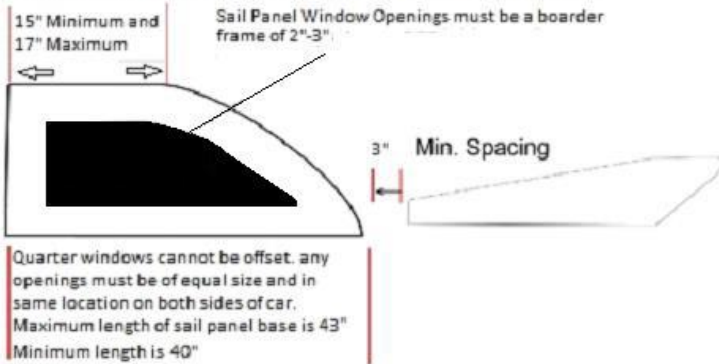
They will work with local tech people to make sure they understand all rules are fully understood



602 ENGINES- SPOILER BLADES 6 INCHES IN FRONT ON A STRAIGHT LINE TO 12 INCHES IN REAR.
THIS IS FOR SIDE BLADES ONLY.
MIDDLE BLADE TO REMAIN 8 INCHES PER ABOVE DIAGRAM



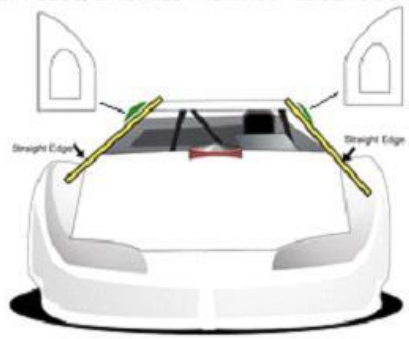
Both Sides
Fastrak, Hoosier, GM, and VP decals is specified locations is MANDATORY



All specifications here are measurements above the deck. Be sure to allow 1" - 1 1/2" along lower edge to break for mounting purposes. Bottom corner of spoiler support should not extend past rear corner of deck. A maximum of 1" break along upper edge.

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

