



\$ 5.00

2005



Florida Association of Stock Car Auto Racing

***RULE
BOOK***



**COLUMBIA
MOTORSPORTS PARK**

***Sunbelt Super Late Model Series
Goodyear Late Model Challenge
Pro Modified Tour
Pro Truck Series
Florida Mini Stock Challenge***

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The Official rules and Race Procedures contained herein are designed primarily for the benefit of Drivers and Car Owners. They were compiled, after careful consideration, by a group of persons who have many years of experience as Drivers, Car Owners and Promoters of race events.

It is the intent of the FASCAR Officials to enforce these rules impartially and consistently so that each individual has an equal opportunity to compete with all other cars in his/her class. No set of rules were ever written which could not be criticized in some way, or misinterpreted. It is requested that any individual who feels that a given rule should be clarified, bring it to the attention of one of the FASCAR Officials for interpretation. In this way, each Driver can understand the intent of all of the rules before a problem arises. In any case, interpretation of rules by FASCAR Officials will be considered final.

We wish for every participant in the sport of racing to find it enjoyable and rewarding and we will endeavor, with your co-operation, to make it so.

Sincerely,

FASCAR Officials



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INTRODUCTION TO FASCAR

FASCAR, the Florida Association of Stock Car Auto Racing, is a sanctioning body founded in Central Florida. FASCAR was formed for the purpose of originating and regulating the rules and operating procedures at its speedways. The tracks currently under the FASCAR sanction are ORLANDO SPEEDWORLD and NEW SMYRNA SPEEDWAY.

ORLANDO SPEEDWORLD is a third mile asphalt oval track located in Bithlo, Florida on Highway 50 (17 miles east of Orlando). ORLANDO SPEEDWORLD races every Friday night at 8:00 PM March through November every year.

NEW SMYRNA SPEEDWAY is a high banked half mile asphalt oval track located at the intersection of State Roads 415 and 44 in Samsula, Florida (a small town a few miles west of New Smyrna). NEW SMYRNA SPEEDWAY races every Saturday night at 7:30 PM, March through December, with special races in January and 9 nights of racing in February.

COLUMBIA MOTORSPORTS PARK, our newest track, is a half mile banked asphalt oval speedway with wide racing grooves and huge pits. COLUMBIA MOTORSPORTS PARK, because of it's location in Lake City, FL draws many drivers from Jacksonville, Gainesville, the Florida Panhandle, and Georgia. COLUMBIA MOTORSPORTS PARK is a half mile from I-75, exit 414, in Lake City, FL. COLUMBIA MOTORSPORTS PARK races every Saturday night at 7:30 PM March through October.

All three (3) speedways are owned by the same company and use the same officials. ORLANDO SPEEDWORLD races 6 divisions and NEW SMYRNA SPEEDWAY races 7 divisions, COLUMBIA MOTORSPORTS races 5 divisions. The divisions are Super Late Models (NSS only). Modifieds, Sportsman, Mini Stock, Super Stock and Strictly Stock, Pure Stock (CMP only), Street Stoks (CMP only) and Hornets (CMP only).ORLANDO SPEEDWORLD also hosts throughout the year School bus Figure 8 races, Camper Trailer races, Boat/Trailer races. All tracks host Demolition Derbies in both V8 and 4 cylinder. ORLANDO SPEEDWORLD,NEW SMYRNA SPEEDWAY, and COLUMBIA MOTORSPORTS PARK also host the Sunbelt Super Series, the Goodyear Challenge Late Model Series, the FASCAR Pro Modified Series, the FASCAR Pro Truck / Quick Kids, the Florida Mini Stock Challenge series, and the Southern Sportsman series.. NEW SMYRNA SPEEDWAY hosts the World Series of Asphalt Stock Car Racing event, 9 nights of action packed stock car racing held annually in February, nine nights prior to the Daytona 500 every year!

FASCAR & TRACK OFFICIALS

FASCAR	General Manager Marketing/PR Office Manager Sponsorship Coordinator Media & Internet	Don Nerone Terry Roberts Sandy Nerone Liz Roberts Jane Smith
Track Manager	NSS OSW CMP	Terry Roberts Rusty Marcus Wayne Handyside
Flagman	NSS OSW CMP	Aaron Morris Butch Carr Jerry Moulton
Tech Officials	Pit Steward Inspector Inspector Safety Scales/Pit Road	Donnie Lewis Butch Pierce Don Hughes Don Hellyer Phil Bellco
Pace Truck Driver	NSS & OSW CMP	Barbara Pierce
Pit Office	NSS OSW CMP	Liz Roberts Jane Smith Kim Sasser
Scorers	NSS OSW CMP	Peggy Kincaid Marlene Elkins Marlene Elkins Kim Brown Earleen Williams
Announcers	NSS OSW CMP	Chuck Rush - Wayne Struble Dave Westerman Brian Rix
Track Photos	NSS OSW CMP	Jim Jones 386.239.0301 Jim Jones 800.797.3705 Dean Hills 386-965-4494
Track Video	NSS	Chuck Dubois 386.253.3937
Wreckers	NSS	Tim's Automotive 407.295.8296 Mims Auto Salvage 800.432.2869
Contact Info	NSS OSW CMP	386.427.4129 PH 386.426.1611 FAX 407.568.1367 PH 407.568.1127 FAX 386.755.9302 PH 386.758.4774 FAX

Website: www.fascar.org
 Email: info@fascar.org

ATTENTION ALL DRIVERS

1. If you, as a driver, win a race and you are passing the flag stand and the announcer is proclaiming you as the victor...please have the courtesy to wave your hand to the crowd. They paid the purse. Show them your appreciation.
2. When you get out of your car after winning the race, please face the grandstand and acknowledge the fact that you have been recognized.
3. **OBSCENE GESTURES by ANYONE towards any FASCAR Official, Driver, Crew members, and Fans will NOT be tolerated. Unsportsmanlike conduct by ANYONE towards any FASCAR Official, Drivers, Crew members, or Fans will NOT be tolerated. Any action taken will be at the FASCAR Official's discretion. FINES will be set for foul language. If you have a problem, find a FASCAR Official. The person in the pit office is NOT an Official and should not bear the brunt of your anger!**
4. If you spin out, please proceed with caution. Needless spinning of your wheels in the infield will NOT be tolerated. If the infield is wet, you must go to the "X" at Orlando Speed World, or pit road at New Smyrna Speedway, before re-entering the racetrack. Failure to do so will result in a black flag or possible disqualification. ANY ACTION WILL BE AT THE DISCRETION OF THE FASCAR OFFICIAL.
5. NO ENGINES RUNNING DURING THE PRAYER AND THE PLAYING OF THE NATIONAL ANTHEM.
6. **PARENTS MUST KEEP CHILDREN WITH THEM AT ALL TIMES. NEVER ALLOW YOUR CHILDREN TO WANDER OUT OF ARMS REACH. Children in pits are to be kept in hand at all times. NEVER let your children walk/run/ride bikes or scooters freely in the Pits at any time. If your child is in the Pits without proper supervision, at any time, you and your child will be escorted to the Grandstands for a period of time determined by the FASCAR Officials. This can also be grounds to trailer your race car.**
7. **CONSUMPTION OF ALCOHOLIC BEVERAGES (BEER, LIQUOR, ETC.) IS FORBIDDEN - NOT TOLERATED IN THE PIT AREA. PIT AREA IS NOT ONLY IN THE CENTER OF NEW SMYRNA SPEEDWAY, BUT ALSO THE UPPER PITS, ORLANDO SPEEDWORLD'S BACK PIT AREA DURING ANY AND ALL EVENTS. NO GLASS CONTAINERS OF ANY KIND ARE PERMITTED IN THE PIT AREA (BEER BOTTLES, LIQUOR BOTTLES, SODA BOTTLES, ETC.) FINES, PENALTIES, AND SUSPENSION WILL APPLY IF YOU DO NOT COMPLY WITH THIS RULE.**
8. DO NOT stand, sit, or lean on any fences or walls around the racing surface during the races.
9. You are responsible for your Pit area. Keep it clean! Use the trash cans, not the ground.
10. Thank you in advance for you and your crew's co-operation in these matters. We definitely feel it would be better for racing in general.

POINTS ARE GIVEN TO THE DRIVER ... NOT THE CAR

2005 POINTS SYSTEM

POINTS FOR FEATURES ONLY

**POINTS ARE
GIVEN FOR
FEATURE RACE
FINISHES ONLY**

1st.....	40
2nd.....	36
3rd.....	32
4th.....	28
5th.....	24
6th.....	20
7th.....	16
8th.....	12
9th.....	8
10th thru the Field.....	4

**NO POINTS
ARE GIVEN
FOR HEAT
RACES OR
QUALIFYING**

**POINTS ARE
GIVEN AT
EACH TRACK
INDIVIDUALLY.**

The **NEW** FASCAR Point Season

Orlando Speed World	March 11, 2005 - November 11, 2005
New Smyrna Speedway	March 12, 2005 - November 12, 2004
Columbia Motorsports Park	March 12, 2005 - November 12, 2004

World Series of Asphalt Racing 2004 February 11 - 19, 2004

**World Series will have a point series for the
9 nights of racing for Super Late Models, Late Models,
FASCAR Type Tour/SK Modifieds & FL/IMCA Modifieds**

Total Series points will NOT be added to FASCAR season regular points standing.

It is suggested that each Car Owner/Driver keep track of his/her points for the entire season. To the rear of this book is a points worksheet to use as a guide. If you question your point standing at any time, notify the Pit Office Manager immediately. You have TWO weeks from the date the points are posted to dispute your points standing. If you need help in understanding the points system, please ask the Pit Office Secretary.

OFFICIAL FLAG RULES - ALL DIVISIONS

1. The green flag shall start all races and means the course is clear.
 2. The black flag is the consultation flag.
 3. The yellow flag is the caution flag.
 4. The red flag means danger and stop at once.
 5. The blue & yellow flag means pull over, the lead cars are lapping you.
 6. The white flag means you are entering your last lap.
 7. The checkered flag means the race is finished.
- No race shall be considered to be started until the green flag is dropped.

2005 GENERAL RULES



Friday Night Racing 8:00 PM
Saturday Night Racing 7:30 PM
3/8 Mile High Banked Asphalt Oval
Track between Titusville and Orlando
on Hwy 50 at the 520 Cocoa cut off.
Orlando, Florida.

RACEDAY: 407-568-1367
WEEKDAYS 386-427-4129



Saturday Night Racing 7:30 PM
1/2 Mile High Banked Asphalt Oval
Track 10 miles south of Daytona
between I-4 and I-95 on SR 44. New
Smyrna Beach, Florida..

PHONE: 386-427-4129
FAX 386-426-1611

COLUMBIA MOTORSPORTS PARK

Saturday Night Racing 7:30 PM
1/2 Mile High Banked Asphalt Oval

PHONE: 386-755-9302
I-75 EXIT 414 (OLD EXIT 80) S ON US 41/441 THEN IMMEDIATE RIGHT ON
OTIS HOWELL ROAD

*THIS RULE BOOK SUPERCEDES ALL PREVIOUS
RULES AND IS EFFECTIVE AT:*

ORLANDO SPEEDWORLD 3/11/05

NEW SMYRNA SPEEDWAY 3/12/05

COLUMBIA MOTORSPORTS PARK 3/12/05

**FEEES FOR ENTRANCE TO RESTRICTED AREA ARE ENTRY
FEEES FOR USE OF THE FACILITIES. NOT ADMISSION FOR
THE PURPOSE OF ENTERTAINMENT. FASCAR WILL NOT BE
HELD RESPONSIBLE FOR YOUR SAFETY. DUE TO THE FACT
THAT STOCK CARS CAN TRAVEL IN EXCESS OF 100 MPH!
YOU ASSUME ASS LIABILITY AND RISK. OTHERWISE, DO
NOT ENTER OR PURCHASE A TICKET FOR ADMISSION. THIS
IS A DANGEROUS AREA AND MAY CAUSE INJURY TO A
SPECTATOR OR PARTICIPANT.**

RAINCHECK POLICY:

If the racing events are 50% complete, it is considered a complete show and no rain checks will be honored. In the event of a "rain out" or cancelled show, your wristband and/or your ticket (all numbers must be legible) is your raincheck and will entitle you to admission on the night the cancelled event is re-scheduled. NO MONEY IS REFUNDED FOR GATE ADMISSION.

1. OFFICIALS: General Manager, Track Manager, Starter, Flagman, Race Director, Technical and Safety Inspectors, Pit Steward and Scorers.

2. COMPETITORS; COMPETITORS ARE INDEPENDENT CONTRACTORS AND NOT AGENTS, SERVANTS, OR EMPLOYEES: Competitors will use their own methods in performing their duties in accordance with the Speedway rules, as they may be amended from time to time. It will be the competitor's obligation to furnish any tools, supplies, or materials which he/she deems necessary to perform his/her duties.

Competitors will be responsible for competing, and all actions of competitor's employees, crew, and agents. Competitor assumes and takes full responsibility for reporting and paying to the appropriate authorities all charges, premiums and taxes, if any due or payable to any funds the member may receive as a result of his duties and/or activities as a competitor, including but not limited to social security taxes, unemployment insurance taxes, compensation insurance, income taxes and withholding taxes.

3. PROTESTS: YOU MUST TAKE THE CHECKERED FLAG TO HAVE THE OPTION TO PROTEST. Protests must be made in writing, specifying the rule(s) considered to have been violated. **TIME LIMIT:** All protests must be filed within FIVE (5) minutes after a race ends. **PROTESTS** must be registered with the Head Tech Inspector, Assistant Tech Inspectors, or Pit Steward. **FEE:** P & G Carb inspection \$50.00*NO Track Fee, Motor Teardown upper \$200.00, Motor Teardown lower \$200.00, Total Motor Teardown \$400.00*NO Track Fee. If the car is found to conform to the rules and the protest is disallowed, the protest fee will go to the protested car. If the car is found to be in violation of the rules and the protest is allowed, the protest fee will be returned to the protester. The Tech Inspector may require a car at random to conform to any/all track/division rules. **ONLY** the protested car's Owner/Driver or designated person (2 person max), the party protesting the legality and Track Officials will be allowed to be present at a protest ruling. Party means: Person who protests and he/she must be a Car owner/driver participating in the race. More than one driver may protest any one car if they put up the protest fee for a specific rule violation."ALL "VISUAL" **PROTESTS MUST BE MADE IN WRITING THIRTY (30) MINUTES PRIOR TO YOUR RACE.** Excessive protesting will NOT be tolerated and will result in disqualification. possible loss of points, and fines. This will be determined by the FASCAR Officials **THEIR DECISIONS ARE FINAL**

4. PROTEST REFUSAL, DISQUALIFICATIONS AND/OR RULE INFRACTIONS. Any Car Owner/Driver, refusing an engine protest of any kind, will lose all money, points and trophies earned for that race date.

A. The next time the car competes it will be "torn down" and inspected after the race regardless of the finishing position.

B. If the same Driver refuses the second time, the Driver will lose all points earned to date for the entire season.

C. Any Competitors who fail to tear down a car for inspection when requested to do so by the FASCAR Official in charge of the event will be subject to a minimum fine of \$500.00 and/or indefinite suspension and/or disqualification of a Driver and car.

5. CONDUCT VIOLATIONS: Every Ca Owner/Driver at an event is expected to conduct himself/herself in a sportsmanlike manner. Every Car Owner/Driver is responsible for his/her crew members. Any infraction of this rule will be charged to Car Owner/Driver. Failure to obey FASCAR Officials or Security could result in fines, suspension, and possible disqualification with the loss of all points, money and trophies for that race date or all points accumulated for the entire point's season.

SUSPENSIONS INCLUDE BOTH THE DRIVER AND THE CAR. IF YOU ARE SUSPENDED FROM ONE (1) RACE TRACK FOR ANY INFRACTION, THE SAME SUSPENSION WILL APPLY TO THE OTHER TWO (2) TRACKS.

- A. Any rule infraction in any division will result in 25% of his/her points being removed for the first infraction. Percentage goes up after the first infraction and may result in suspension.**
- B. Anyone, be it Car Owner, Driver, Crew Member, and/or Family member entering a pit area other than their own, will be considered at fault if they are involved in a disturbance and could result in a minimum TWO (2) week suspension, possible disqualification with loss of all points, money and trophies for that race date or all points accumulated for the entire point season and/or a fine of a minimum of \$100.00. This applies to the Driver and car, as well as the individual involved.**
- C. Anyone, be it Car Owner, Driver, Crew Member and/or Family Member who is determined to be guilty of unsportsmanlike conduct by a FASCAR Official, could result in a minimum of TWO (2) week suspension, possible disqualification with the loss of all points, money and trophies for that race date, or all points accumulated for the entire point season and/or a fine of a minimum of \$100.00. This applies to the Driver and car as well as the individual involved.**
- D. Anyone, be it Car Owner, Driver, Crew Member and/or Family Member who performs an act or participates in actions deemed by FASCAR Officials as detrimental to the sport, including but not necessarily limited to verbal abuse of any FASCAR Official, could result in a minimum TWO (2) week suspension, possible disqualification with the loss of all points, money and trophies for that race date, or all points accumulated for the entire point season and/or a fine of a minimum of \$100.00. This applies to the Driver and Car as well as the individual involved.**
- E. Any competitor(s) who assaults or threatens bodily harm to any FASCAR Official or persons serving under his direction could result in a minimum TWO (2) week suspension, possible disqualification with the loss of all points, money and trophy for that race date or all points accumulated during the entire point season and/or a MINIMUM FINE OF \$250.00.**
- F. Any Competitor(s) who participates in fights in the Pits, on the track, or on the track premises could result in a minimum TWO (2) week suspension possible disqualification with the loss of all points, money**

and trophy for that Race date, or all points accumulated for the entire point season and/or a MINIMUM FINE OF \$250.00.

6. ALCOHOLIC BEVERAGES: WHEN YOU PAY/ENTER THE FIRST PIT GATE, YOU ARE IN THE PITS AT ALL 3 TRACKS. It is forbidden to consume any alcoholic beverages in the pits during any race event. You **MAY NOT** go to the grandstands and consume alcohol and return to the pits. Glass bottles are not allowed in the Pits at any time. Violation will mean immediate expulsion from the Pits as well as disciplinary action not limited to a **TWO (2) week suspension and/or a minimum \$250.00 fine.** This applies to the Driver and car to which the individual is affiliated with as well as the individual involved.

7. INJURY: Anyone injured during the course of the racing program **MUST** notify the track EMS/EMT'S and provide all required information prior to leaving the premises on that date in order to be eligible for any insurance benefits. Notifications made after that date will not be accepted and the insurance eligibility will be forfeited. If you are injured, and you put in a claim for insurance, you will be required to provide a DOCTOR'S RELEASE before you will race again at any FASCAR track. **ANYONE INJURED WHILE FIGHTING IS NOT COVERED BY TRACK INSURANCE.**

8. PIT SPEED: Excessive speed and/or careless driving in the Pits will not be tolerated and will result in suspension, disqualification, and possible CAR Owner/Driver fines or both.

9. RACE EVENT PARTICIPATION: All Competitors, Car Owners, Crew Members, and/or Mechanics **AGREE THE TRACK IS IN SAFE, RACEABLE, AND USABLE CONDITION IF THEY TAKE PART IN DRIVING ACTIVITIES.**

NO Car Owner/Driver, crew member and/or mechanics shall have any claim for damages, expenses or otherwise against promoter operating corporation, or officers, directors, officials, agents, or employees by reason of disqualification, or damage to either the car, Driver, or both. All Car Owner/Drivers, crew members and/or mechanics assume full responsibility for any and all injuries sustained, including death and property damage, anytime they are on the racing premises, enroute there to or there from.

10. ENTRY/FORMS & FEES:

A. FORMS: Any and all entry forms, license forms, etc., submitted by a competitor **MUST BE LEGIBLE** and contain all information requested, including signature of the Car Owner/Driver.

B. FEES: Race event entry fees are for the car and do not include the pitPass cost for the Car Owner/Driver or crew members.

50 lap races \$ 50.00 member
 \$ 75.00 non-member

100 lap races \$ 75.00 member
 \$100.00 non-member

125 lap races \$100.00 member
 \$125.00 non-member

200 lap races \$125.00 member
 \$150.00 non-member

11. FALSE INFORMATION: Anyone giving false information to any FASCAR Official at any time will NOT be tolerated and may result in being fined, suspended, possibly disqualified with loss of all points, money and trophies for that race date or all of the above.

12. QUALIFYING PROCEDURES: The Driver that qualifies (time trials) the car must start the race in the same car. If there is a Driver/Car change from qualifying, the car will start in the rear (Car & Driver qualify as “one unit” race ready), if there is a position available. The tires you qualify on MUST be the tires you start the race on. TIRES MUST PUNCH A MINIMUM OF 48 ON THE DUROMETER AT ALL TIMES. NO TOLERANCE.

13. FALSE STARTS: A false start occurs when a Driver breaks the plane of the bumper of the car in front of him/her or moves forward from his/her position before the starting signal is given. Penalty will be Starter/Flagman’s decision.

14. STARTS: All cars must start under their own power at the beginning of each race. The FASCAR Flagman starts the race on the initial start.. The lead car/inside pole position starts the race on the restarts. All divisions will comply with a single file restart unless a change is made prior to a big event. Drivers will be notified at the Driver’s meeting of any change in the starts/restarts. The leader and all odd numbered cars line up on the inside. The second place car and all even numbered positions line up on the outside. Restarts are lined up by the finish of the last completed lap by the COMPETITIVE FIELD.

15. MINIMUM DURATION: If a Feature is stopped at less than 50% of its scheduled distance and is not restarted, it will be considered incomplete and organizers will NOT be obligated to distribute funds. If 50% or more has been run, the event will be considered complete. (Heat races must be run 100% to distribute funds.) RACES MAY BE LAP OR TIME LIMITED DURING THE RACE SEASON.

16. FINISH LINE INTERPRETATION: The finish Line shall be considered to extend from the grandstand retaining wall to the inside of pit wall, and any car rolling down pit road under its own power may legally receive the green, white or checkered flag. **YOU MUST TAKE THE CHECKERED FLAG TO WIN THE RACE.**

17. SCORING COMPLAINTS: If the Car Owner/Driver has a complaint about scoring they **MUST** notify the Pit Office and wait until **ALL** the races are completed to consult with the **PROPER OFFICIALS**. The Scorer and/or Flagman are available **AFTER** the race program is complete. **NO ONE**, for any reason, will disrupt or halt the program to voice a complaint. **NO ONE EXCEPT FASCAR OFFICIALS** are allowed on the "hill" (the entrance to the racing surface) at Orlando Speed World.

18. CARS SENT TO THE REAR OF LINE UP DURING A RACE:

A. If your car causes the yellow or red light or flags to be displayed, it will be sent to the rear. (Behind the last car on the lead lap, if you were on the lead lap.)

B. Any other action taken will be at the FASCAR Official's discretion.

19. CAUTION LAPS: On All Caution laps, cars will line up single file for the restart. Under caution, the Drivers are to be very cautious and aware of the cars involved in the wreck, the wreckers, the safety buggy, and their crew working on the track. **NO ONE** is allowed on the racing surface during a caution or while the race is under red **EXCEPT FASCAR OFFICIALS** or unless approved by a FASCAR Official. Failure to comply will result in disqualification, suspension, and/or fines for the driver/car involved.

20. BLACK FLAG: The **BLACK FLAG** is a **CONSULTATION** flag. If a car smokes excessively, it will be Black Flagged for consultation. If you bring out the caution, unassisted, 3 TIMES, you will be Black Flagged and sent to the Pits for the remainder of your race. Both rules will be enforced at the discretion of the Starter/FASCAR Officials.

21. DISQUALIFICATION: A **DISQUALIFICATION** is a ruling made by FASCAR Officials, and will result in the loss of all points, monies or trophies for the race date. *You will be responsible for replacing any trophy damaged or not returned if you are disqualified. Any other action taken will be at the FASCAR Officials discretion.

22. INSPECTION: Each entered car must be inspected and approved by the Technical Inspector before it will be allowed to participate in competition or practice. Cars damaged or altered after they have been inspected are subject to re-inspection and approval by the Tech Inspector.

23. CAR NUMBERS: Car numbers are issued by the Pit Office Secretary, **ONLY**, at the time of FASCAR licensing. Numbers are issued to Car Owners/ Drivers purchasing a current FASCAR license. **CAR NUMBERS CANNOT BE RESERVED WITHOUT THE PURCHASE OF A FASCAR LICENSE.** All divisions will have numbers 18" tall, 3" thick on the roof facing the grandstand side and both doors. 6" tall numbers will appear on the upper right hand corner of the windshield; right front bumper cover; left rear bumper cover.

- 24. 4 WHEELERS, SCOOTERS, BICYCLES, ETC.:** Must have the car number of the race car you are with, displayed where it can be seen. If not displayed, the race car/driver will be penalized. 4 wheelers, push carts, etc. are NOT allowed on Pit Road nor the Race Track for any reason.
- 25. CAR WEIGHT:** In all divisions, weight must be displayed on right and left side of the hood.
- 26. MOTOR CUBIC INCHES:** In all divisions, motor cubic inches (cc's) must be displayed on the right and left side of the hood.
- 27. CRASHES:** **if your car is crashed and you do not leave the track in an ambulance, you MUST remain with your car until it is in your pits. If you do not remain with your car, you will be penalized.
- 28. DECALS, ETC:** NO obscene decals/paintings/expressions, etc. on racecars, trailers, etc.

TRACK SAFETY RULES

- 1. EXHAUST:** All divisions' exhaust must exit outside the car.
- 2. DRIVE SHAFT LOOP:** Drive shaft loop is required and must be constructed of at least ¼" thick by 1" wide steel and should be mounted no more than 6 inches back from front of drive shaft. Drive shaft must be painted white!!
- 3. NO WHEEL WEIGHTS ALLOWED IN ANY DIVISION.**
- 4. GROUND CLEARANCE:** All divisions will have at least a minimum 4" frame/body panels to ground clearance.
- 5. ALL WEIGHT** added to cars **MUST** be bolted in with minimum ½" bolts with locking nuts, minimum two (2) bolts/nuts per 50 lbs., minimum 5 lb. Blocks and **MUST** be painted white with car # and division painted or engraved on each block NO WEIGHT ALLOWED IN DRIVER'S COMPARTMENT.
- 6. NO sheet metal screws. RIVETS ONLY,**
- 7. HOOD/TRUNK LATCHES:** All hood/trunk latches will be removed. All hoods/trunks **MUST** have hood pins.
- 8. RADIATORS:** Radiator must have a catch can mounted in front of engine firewall. **Optional overflow on windshield. **

NO ANTIFREEZE ** WATER ONLY IN ALL DIVISIONS

- 9. LUGS:** ½" lug minimum.
- 10. TIRES:** Track Approved Tires Only. TIRES MUST "PUNCH" A MINIMUM OF 48 ON THE DUROMETER AT ALL TIMES. NO TOLERANCE.

11. **RADIOS:** Radios are allowed in Super Late Modes, Limited Late Models, Modified, and Mini Stocks ONLY. If an Official feels a driver or crewmember is abusing the PRIVILEGE, the radio WILL be removed. No car to car radios. No radios in NOVICE Division or special event divisions. NO 2-way communications at any time.

12. **DO NOT REMOVE OR ALTER ANY CASTING NUMBERS.**

13. **WINDSHIELDS:** Minimum 1/8" lean (not Plexiglas) for front windshield.

Minimum 1/16" lean for rear window for those divisions allowed a rear window.

SAFETY EQUIPMENT ALL FASCAR LICENSED DIVISIONS

ALL SAFETY EQUIPMENT MUST BE USED ANYTIME THE RACE CAR IS ON THE RACING SURFACE

A. DOT approved helmet and safety approved goggles or face shield, complete fire Suit, gloves and shoes. Helmet 5 years old MAXIMUM. If not date, at Officials discretion.

B. Tech approved window net with outside access release. NO MESH NETS. Window net must cover a minimum of 75% of window opening. Lexan windshield ONLY.

C. Aluminum driver's seat is required. Safety Harness approved/dated. 3 years old maximum.

D. Fire extinguisher MANDATORY - On Board Fire System is required in Super Late Models and is highly RECOMMENDED for all other divisions.

E. A battery disconnect switch is MANDATORY and MUST be easily accessible to the Safety Crew and Driver. "ON" & "OFF" MUST be labeled clearly to be seen by the Safety Crew from OUTSIDE the car. Batteries and all electrical connections must be a minimum of 18" from the fuel cell.

F. NO ELECTRIC FUEL PUMPS.

G. RACING FUEL CELL: Fuel Cell with Scatter Shield MANDATORY. 22 Gal. MAXIMUM with foam. Must have check valve. 9" MINIMUM GROUND CLEARANCE and rear protection bar-minimum 1 1/4" .095 bar, 2 straps, Minimum 1" width, surrounding the ENTIRE fuel cell. Fuel cells must be bolted NO RIVETS ** NO SHEET METAL SCREWS. Location of fuel cells MUST be approved by Tech Inspector. If fuel lines pass through driver's compartment, it must be housed in rigid tubing. PUMP FUEL ONLY. NO ALCOHOL. NO ADDITIVES. Fuel must come from the fuel cell directly to the carburetor without passing through any cooling/altering devices.

H. ROLL CAGE: See each division's rules, must be Tech approved.

I. FIREWALL/FLOORBOARD: Firewall/floorboard must be made of 20 gauge STEEL. STOCK DIVISIONS ARE NOT TO REMOVE MFG.'S FIREWALL OR FLOORBOARD. NO HOLES allowed in firewall/floorboard.

J. BRAKES: Must be in good working condition - ALL FOUR WHEELS.

The only exceptions to the General Rules may be in the Novice Divisions, Demos, or Special Event races. Please refer to the rules for these divisions.

The Racetrack Management reserves the right to add or delete rules at their option. Their decision is final in all cases. **ALL DRIVERS REQUIRED TO READ ALL GENERAL AND SAFETY RULES!!**

GOODYEAR LATE MODEL CHALLENGE SERIES RULES

1. CARS

Any American made, 1982 or newer late model production sedan. ** Includes GM. Any other model must be approved by Tech Inspector.

2. BODIES

REFER TO ABC BODY RULES. ABC body is not mandatory but recommended. If any other body is used, it **MUST** conform to all ABC body measurements and rules and, you **MUST** add 50 lbs. for the year 2005 and 100 lbs. for year 2006. NO 2003 down force bodies of any kind.

A. No jacking points inside of body are allowed.

B. Rear deck lid must open without the use of tools (Example: hinged with wind force on spoiler to hold it down, or industry standard hood pins).

C. Body rub rails allowed. Must be maximum 1" square tubing, painted same Color as car, attached by welding, or bolted with 3/8" carriage bolts.

D. Tires and wheels must stay inside body.

E. Interior: Minimum 20 gauge steel mandatory in rear, firewall.

F. Decals:

1. No obscene decals/paintings/expressions on race cars/trailers.

2. FASCAR, TRACK and SPONSOR'S decals are required to be on the racecar at all times to be eligible for points, bonus monies , or trophies Provided by FASCAR and their sponsors.

3. FRAMES

A. Minimum wheelbase 105".

B. Stock front clip may be altered for fuel pump and top A-frame mounts.

C. NO relocating of cross members. Cross member may be cut out and re-formed for oil pan clearance. Wedge bolt and spring buckets may not be Moved. MUST remain in stock location.

D. Frame rails may be 2" x 3" box tubing.

E. Front and rear clip must be centered on frame.

F. Roll cage must go from frame rail to frame rail.

G. NO FABRICATED FRONT CLIPS.

4. SUSPENSION

A. Must be stock for frame with the exception of racing shocks, wedge bolts and changing of springs.

B. Springs: 4" minimum diameter.

C. Spindles optional.

D. Tubular top A-frames permitted.

E. Sway bars and safety hubs permitted.

F. Modifications to rear suspension permitted.

G. NO front wheel drive.

H. NO 4 wheel independent suspension.

I. Stock lower A-frame.

J. Maximum tread width 67" measured from true center of the tires at spindle height. 1" tolerance.

K. Stock steering box for stock clip used.

L. NO external reservoir shocks.

M. Rack and pinion steering - add 5 lbs.

5. ENGINES:

A. ENGINE LOCATION

1. Most forward spark plug must be even or ahead of the top ball joint.

2. Ford and Chrysler can sit 2" behind.

3. Center of crankshaft must be 12" above ground in centerline of frame.

4. Engine must meet factory specs.

5. Heads and valves must be stock spec. for engine used.
5. 3 angle valve job and angle milling of heads permitted.
6. NO titanium valves.
7. Flat tapped camshaft only.
8. NO oversize lifters.
9. Flat top pistons ONLY. May NOT exceed block.
10. .060 overbore plus .010 clearance.
11. Steel rod ONLY.
12. Crankshaft stock stroke ONLY.
13. NO knife edge crankshafts.
14. Crankshaft weight 48 lbs. Or more will not have 75 lb. penalty for RPM intake.
15. NO dry sumps.
16. World Product Heads No. 1052 permitted.
17. Cast Iron, Stock OEM production heads ONLY or Part #14011058 and #101343392, casting #14011034. With maximum valve size:
 - a. GM: 2.020 intake - 1.600 exhaust
 - b. FORD: CLEVELAND 2.046 intake - 1.656 exhaust
 - c. FORD: WINDSOR 2.020 intake - 1.600 exhaust
 - d. CHRYSLER: 2.020 intake - 1.625 exhaust
- B. GM 350 * Ford 351 * CHRYSLER 360
- C. 400 cid allowed - must carry 100 lb. (added to total weight).
- D. Spec. Engines are available from the following approved engine builders:
 1. Progressive Racing Engines (305) 687-5931
 2. Jimmy Cope Racing (JCR) (727) 521-2480 (727) 224-8167
 3. Crume Racing Engines (CRE) (407) 649-1789
6. OTHER OPTIONS
 - A. Screw in studs, guide plates, stud girdles, valve springs, retainers, roller rockers must be independent stud type.
 - B. De-burring of block ONLY.
 - C. Engine balancing permitted.
 - D. Headers are allowed.
 - E. Intake Manifold: Edelbrock performer series. Part # GM 2101 or 2116
FORD 2665, 2750, 2181

CHRYSLER 7176

F. Option: Edlebrock permormer series Part #

GM 7101 or 7116

FORD 302 - 7121

FORD WINDSOR 7181

CHRYSLER 7176

G. Manifold must remain stock.

H. No porting or polishing.

I. NO bowtie intakes.

J. NO Victor Jr. intakes.

7. TRANSMISSION

A. Must be stock type transmission in stock location ONLY. NO STRAIGHT CUT GEARS.

B. Must have at least one forward and reverse gear.

C. NO quick change transmissions.

D. NO in and out boxes.

E. NO Bert transmissions.

F. NO Jericho transmissions.

8. CARBURETOR

A. Stock Holley 4412, 500 CFM ONLY>

B. Changing of jets, power valves, drilling of holes in butterflies and removal of choke plate permitted.

C. Spacer/Adapter - maximum 1.60 between intake and carburetor.

D. Tophats allowed.

E. Cold air box allowed. Must remain under hood. Air intake at rear of hood.

9. BRAKES: Four wheel brakes in working order MANDATORY.

10. BATTERY:

A. MUST NOT BE LOCATED IN DRIVER'S COMPARTMENT .

B. Battery and any electrical connections must be a minimum of 18" from the fuel cell.

C. A battery disconnect switch is MANDATORY and must be easily accessible to the Safety Crew and Driver. "ON" and OFF" MUST BE CLEARLY LABELED TO BE SEEN BY THE SAFETY CREW FROM THE OUTSIDE OF THE CAR.

11. Driveshaft

A. STEEL drive shaft ONLY.

B. Driveshaft loop is required and must be constructed of at least ¼" by 2" steel and should be mounted no more than 6" back from the front of the driveshaft.

C. DRIVESHAFT MUST BE PAINTED WHITE.

12. WEIGHT

A. 2900 lbs. Minimum. Engines 400 cid must carry 100 lbs. added to total.

B. Maximum of 56.0% of the total weight of the car will be on the left side, Checked at any time before, during or after time trials and/or racing event with Driver sitting in normal driving position with helmet and driving uniform.

C. Weight AFTER the race, with driver, no fluids or weights added at scale.

D. ALL WEIGHT added to cars MUST be bolted in with minimum ½" bolts with locking nuts. Minimum two (2) bolts/nuts per 50 lbs.

13. IGNITION

A. Functional, battery type - 12 volt.

B. NO magnetos.

C. Must have a working starter.

14. RADIATOR:

A. Steel or aluminum - MUST be mounted in front of engine.

B. Radiator must have catch can mounted in front of engine firewall.

Optional over flow on windshield.

C. 6" x 6" inspection hole, either flap or lexan Must be in top of radiator duct work.

NO ANTIFREEZE - WATER ONLY!

15. CLUTCH: Multi discs allowed - 7 ¼" minimum.

16. WHEELS AND TIRES

A. Wheels : 10" steel racing wheels only.

NO aluminum. NO magnesium.

B. Tires: FASCAR APPROVED TIRES ONLY.

1. Tires must punch 48 minimum on the durometer - all four (4) tires, at all times.

2. Tires qualified on will be the tires race is started on.

3. NO wheel weights.

17. FUEL AND FUEL CELL: See General Rules Section.

18. REAR END: Quick change or floater MANDATORY. Rear end offset will be no more than 2" (NO CAMBERED OR OPEN TUBE REAR ENDS). NO

TRACTION CONTROL DEVICES.

19. ROLL CAGES: MUST consist of continuous hoops, not less than 1 3/4" outside diameter, and must have a wall thickness of at least .095". Must be frame Mounted in at least six (6) places. Body mounted roll cages are not acceptable. must consist of a configuration of front and rear hoops connected by tubing on the side or side hoops in a manner deemed acceptable by the Tech Inspector. driver's head must not protrude above cage with helmet on and strapped in driver's seat. Roll cage must be securely supported and braced. Low carbon, mild steel tubing is recommended. Other materials are subject to prior approval. NO iron pipe or square tubing allowed. NO brazing or soldering allowed. Roll cage must have a 3/16" inspection hole in a non-critical area.

20. FOOT PROTECTION: Bar across back of engine recommended with vertical Bars and rub rails.

21. SAFETY: Refer to General Rules.

FASCAR PRO MODIFIED SERIES RULES

1. ROLL CAGE:

A. Must consist of continuous hoops, not less than 1 3/4" outside diameter and must have a wall thickness of at least .095" .

B. Must be frame mounted in at least six (6) places.

C. Must consist of configuration of front and rear hoops connected by tubing on the sides or side hoops. Driver's head must not protrude above cage with helmet on and strapped in driver's seat. Roll cage must be securely supported and braced.

D. Low carbon, mild steel tubing is recommended. No brazing or soldering allowed.

E. Protection of feet is mandatory. Bar across back of engine with vertical bars and rub rails or similar protection.

F. No brace bars forward of cage may be higher than stock hood height.

2. DRIVER DOOR bars must be as parallel with the ground as possible and located perpendicular to the driver so as to provide maximum protection for driver, without undue difficulty in getting into or out of the vehicle. The side bars must be welded to the front and rear of the roll cage members. No brazing or soldering allowed. Door bars less than .095" thickness should have four (4) bars at least 1 1/2" diameter.

3. EXHAUST SYSTEM must be mounted in such a way as to direct spent fumes away from cockpit of vehicle and must extend past frame rail, and away from all areas of possible fuel spillage.

4. RACING FUEL CELLS - See General and Safety Rules. Fuel cells must be enclosed in metal container and must be protected in rear of axle by roll cage tubing mounted securely. No part of fuel cell shall be lower than protective tubing. Protective tubing should be no wider than 6" on both sides of fuel cell.

5. BATTERY - See General and Safety Rules.

A. MUST NOT BE LOCATED IN DRIVER'S COMPARTMENT.

6. WINDSHIELD:

A. Full windshield is required. LEXAN ONLY.

B. Rear windshield optional. LEXAN ONLY.

7. Tires: See General and Safety Rules

A. Wheels maximum width 8", steel only. Must be racing wheel - no stock type wheels.

B. 67" tread width, 1" tolerance.

8. FRAMES:

A. Factory production complete full 1950 or newer parallel American passenger car frames only. Frames may be cut in rear only at point not further than 36" from center of rear end housing.

B. Frames may not be widened or narrowed and must be able to support roll cage on both sides. Front cross member may be notched for radiator clearance only.

C. Front suspension must be in stock location and must be replaceable by stock part from same type suspension. Stock passenger car spindles only; No fabricated spindles. Bottom A-frames cannot be altered or moved. Stock OEM calipers. Single piston, steel caliper o. k. NO re-circulators allowed.

D. Tube type upper A-frames allowed and can be moved.

E. No widening or fabricating of the front clip cross member.

F. No coil over shocks, either front or rear. No homemade coil overused anywhere on race car.

G. No Jeep, Bronco, etc. or 4 wheel drive frames allowed. No sports car frames allowed. No front wheel drive frames allowed.

H. No fiberglass springs allowed. No torsion bars allowed in rear.

I. No hydraulic, ratchet or electric weight jacks anywhere in or on car.

J. One shock per wheel only. Any shock may be used that has a retail value of \$175.00. NO ALUMINUM.

K. Minimum wheelbase, 108", both sides. NO TOLERANCE. No tubular front clips allowed. No aluminum or fiberglass suspension or rear end parts allowed.

L. NO aluminum driveshaft.

9. WEIGHT:

A. 7 lbs. Per cubic inch (c.i.). Minimum 2500 lbs. Maximum 3000 lbs.

1. 200 lbs. Weight break for a big block.

2. Cars using a Holley #4412 two (2) barrel carburetor 2500 lbs.

3. Weights: 1 lb. per lap or may be refueled at Tech discretion.

4. Maximum 56.0% of the total weight will be on the left side, checked at ANY time before, during, or after time trials and/or racing event with driver sitting in the normal driving position with helmet and uniform.

10. BODIES

A. May be a Tempo, Cavalier, Mustang II, Daytona, Gremlin, AMC, etc. American compact passenger van only (no panel vans). Station wagons must have window area opened. Must use steel or fiberglass full size roof. Must be stock appearing. Stock appearing front windshield and rear window support unit (painted roll bar not acceptable substitute). Maximum four (4) inch pitch on interior sheet meta. Two (2) inches per 50%.

B. Firewall and floorboards are mandatory. Fiberglass or metal duplicates of body parts permitted. Handmade body parts may be constructed of steel, aluminum or fiberglass. NO "slab" bodies. All Modified cars in competition must have a complete paint job. Unpainted aluminum bodies are not acceptable.

C. Original roof line of vehicle should be maintained with a maximum of one (1) inch drop rear to front. NO wings, spoilers, or any other ground effects anywhere outside or inside car.

D. Engine compartment will remain open, no side panels; hood sides may have a maximum four (4) inch drop and be enclosed at rear of hood; bodies should extend no further than back of block (NOTE: Passenger side of body must be no further forward than rear of block). Rear of bodies to be solid panel at least eight (8) inches high and include car number.

E. Driver and passenger side window openings on both sides of car must Have at least 14 inches of vertical openings.

F. No floor pans, tunnels or ground effect devices.

G. Lower rear quarter panel turn is not to exceed one (1) inch maximum with

a minimum of two (2) one (1) inch braces/supports.

H. Air box cannot be wider than the frame rails.

I. Nose may not extend past front bumper.

11. TRANSMISSIONS

A. OEM type production transmissions or T10 will be allowed, Three (3) speed, Four (4) speed and automatic. NO FIVE (5) SPEED TRANSMISSIONS. NO In/Out boxes. NO straight cut gears. NO buttons or couplers. Must all be clutch operated with motor running and car in still position. Driver must be able to engage car in gear and move forward, then backward at time of inspection. Clutch must be inside bell housing.

B. Transmissions must have at least one gear forward and reverse, plus a neutral position and must be able to be shifted by driver. Stock type gears (Richmond case O. K.). All race cars must line up on demand, unaided, or go to the rear of that race.

C. Clutch type must be equipped with an explosion proof bell housing. If an explosion proof bell housing is not available for your engine, or if you prefer, you can construct a shield of at least ½" 6" steel covering the clutch area 360 degrees and be securely fastened. (Highly recommended to include automatic transmissions).

D. NO Jericho transmissions.

12. Any American made engine may be used as long as the rear of the engine (bell housing flange) is mounted at least 72 inches forward from the center line of the rear axle. Engine offset must be kept within the front stub. (Option: engine offset depth within two (2) inches of centerline of front cross member; engine height minimum will be 11 inches from the ground to front center of crankshaft).

13. BUMPERS

A. Bumpers must be used in both front and rear. Front bumpers should be mounted frame end to frame end with the bottom loop parallel to the ground. Should be made of minimum 1 ¼" pipe and must be welded to support car if lifted by wrecker.

B. Rear bumpers, nerf bars, and bodies must not extend beyond width of rear tires and must not contain any sharp edges.

C. Rear bumpers may be constructed of pipe or flat stock and must protect fuel Cell. Center bumpers (FRONT AND REAR) must be 18 inches (plus or minus 2") from ground.

14. ASPIRATION: One (1) 2 barrel or one (1) 4 barrel carburetor o. k. Must be normal aspirated. Use of Holley #4412, 500 cfm. Carburetor must fit track gauges. NO fuel injection. NO magnetos.

15. REAR END: Any passenger car type or truck rear end may be used. NO aluminum allowed, except lowering blocks, axle caps, and drive plate. Quick change optional. Wide 5, 100 lbs. penalty = max. NO rear sway bar.

16. STEERING BOX: Must be OEM. No rack and pinion allowed. Must remain within original bolt pattern for type of frame used. In cockpit, steering may be modified to suit driver' taste, but it must be kept on the left side of the cockpit. NO center steering.

17. Aluminum wheels, hubs, calipers, A-frames or spindles or any other aluminum suspension parts AARE NOT allowed. All calipers and rotors OEM. NO modifications. NO plastic wheels allowed.

18. ENGINES:

A. All engines used in competition must be able to be used in conventional passenger cars without alterations. Castings and fittings must NOT be changed. By machine work on outside engine or on front or rear of camshaft.

B. NO TOTAL "dry" sump systems allowed. "Wet" system must be operative And will go with engine if claimed.

C. Cooling system may be modified.

D. Aluminum head motor may not use Holley 4412 rule. Aluminum heads Add 50 lbs. In front of flywheel, included in total weight.

19. SAFETY: Refer to General and Safety Rules.

20. ENGINE CLAIMING RULES: Drivers always represent the car in which he competes. 1st, 2nd. and 3rd. and the car making the claim (if any) must stop on the front straight away at the completion of every race.

A. \$1,025.00 cash claim on engine, \$25.00 goes to wrecker for pulling the engine, or \$540.00 engine exchange (seller's option), \$40.00 goes to wrecker if engines are exchanged.

B. Claim includes long block only.

C. Top three position finishers (whether running or not) are subject to engine claim by any modified driver finishing fourth through tenth in the feature, on the lead lap, and/or still running competitively at the end of the feature. EXCEPTION: If leader laps the field, he/she is still subject to claim in any event. To make claim, the driver/car must be eligible for the draw .

SPECIAL EVENTS: The top three plus any other positions paying a least \$300.00 will be subject to claim. To make claim, the driver/car must be eligible for the draw. Driver allowed one claim only per event, regardless of the outcome of that claim. In case of multiple claims on the same engine, engine claim will go to the qualified claiming driver finishing farthest back.

D. Driver making a claim must drive his/her car under its own power, immediately to the front straight away, at the conclusion of the feature race. First, second, third and any driver wanting to make a claim must stop on the front straight away. Driver making a claim must present \$1,025.00, in cash, to the Official Flagman on the front straight away. Failure to stop on the front straight away with the correct money will result in the loss of eligibility to claim. Once claim is made, the car being claimed will be pushed to the Tech area for inspection and engine removal. Track reserves the right to claim and must abide by the claiming rules. Any engine claimed by the Track, will be auctioned off at the track. Engine claims by Track will be an outright buy, no exchange.

E. Only drivers and track officials are allowed in the Tech area/scales. Claimed engine must be completely removed and made ready for exchange within two (2) hours.

F. First sell or no sell by driver being claimed is binding.

G. Only driver may claim engine and only driver may agree to sell or refuse to sell engine.

H. Refusal (per track) to sell will result in the following:

FIRST REFUSAL: \$100.00 fine, loss of points, money and trophy for that event.

SECOND REFUSAL: \$250.00 fine, loss of points, money and trophy for that event.

THIRD REFUSAL: \$500.00 fine, loss of points, money and trophy for that event, PLUS the loss of all FASCAR/PRO MODIFIED SERIES points for the season.

Any driver refusing to sell his/her engine when claimed within the rules will start at the rear of the entire field for both the heat and feature the next time he/she competes. Fines paid for refusal will go to the purse. Driver refusing the claim/paying the fine, will not be eligible for the extra money in the purse.

I. Any driver found to be claiming an engine for anyone other than her/himself will forfeit the claim money to the track.

J. All claimed engines must be removed from the car at the track; buyer must examine the engine before removal. Once removal has started, sale is final. Any sabotage to claimed engine will result in saboteur being suspended from track competition for FASCAR/PRO MODIFIED TOUR points for 21 calendar days or until \$1,000.00 cash fine is paid to FASCAR. K. Any driver using any device which is intended to deceive other drivers, including, but not limited to, devices which squirt oil into or onto engine, which gives the outward appearance of "blown" engine, will be subject to the following penalties: Forfeiture of all money and trophies earned in the event; loss of all FASCAR/PRO MODIFIED TOUR points, or until such time as \$300.00 cash fine is paid to FASCAR.

L. NO DRIVER MAY CLAIM MORE THAN FOUR (4) ENGINES IN ONE (1) SEASON. (NOTE: No claims will be allowed for the first three (3) weeks of the new point season).

M. No one driver may claim any other one driver more than once for a period of 90 days from the date of the first claim.

N. NO CLAIMS OR PROTESTING ON THE LAST NIGHT OF THE SEASON

FASCAR/FLORIDA MINI STOCK CHALLENGE RULES

SAFETY RULES

1. Apparel:

- A. Approved helmet (Snell 95 or Snell 98) with buckle chinstrap.
- B. Approved fire suit (no holes in suit).
- C. Approved fire retarding racing gloves mandatory.
- D. Neck brace required - No modifications.
- E. Goggles or shield required.

NOTE: All safety apparel must be worn while on the racing surface.

- 2. Fire extinguisher with gauge, must be mounted upright with bungee cord to hold in place. NO TAPING TO ROLL CAGE.
- 3. Aluminum oval track racing seat mounted to roll cage must be padded. Heat rest recommended.
- 4. A minimum of 4 point racing harness is mandatory. Must be mounted to the roll cage. Harness must not be more than 3 years old.
- 5. Window net must be mounted at the bottom and fastened at the top.
- 6. Full lexan windshield mandatory. (No plexiglass.)
- 7. Throttle toe strap and double springs mandatory.
- 8. Battery location is optional, but must be secure. If mounted near driver or fuel cell, it must be enclosed in a plastic type box, with master shut-off switch.
- 9. Radiator catch can mounted in front of firewall.
- 10. Fuel shut-off valve mandatory.
- 11. Fuel cell mandatory. Must pass F.M.S.C./S.S.S.T.

***The above rules are for the safety of participants, crewmembers, officials and fans.

ALL SAFETY EQUIPMENT IS SUBJECT TO APPROVAL BY F. M. S. C. OFFICIALS.

TECHNICAL RULES:

- 1. The word stock as referred to in the following rules mean “As comes from the factory in non hi-performance mass produced automobiles”.**
- 2. Drivers must take car, helmet and fire suit to Tech before going onto racetrack.**
- 3. Top 5 after race wil go immediately to tech.**
- 4. All illegal parts found by the Tech will be confiscated by Florida Mini Stock Challenge, Inc.**

*****RADIOS OPTIONAL**

*****NO ELECTRIC FUEL PUMPS**

TIRES:

Goodyear only, treaded racing tire

13” or 5” tires only

8” wheels only

No tire that is less than 50 hot on the durometer.

ROLL CAGE:

Bars must be at least 14 gauge 1 3/4” OD steel pipe.

Bars must be welded to frame and have 4 protective bars on driver’s side and 3 protective bars on passenger side. (No square tubing.)

All cages must meet approval of F. M. S. C. Officials.

ENGNE:

Stock location (1” tolerance).

Engine and body by same manufacturer. Year is interchangeable.

NO more than 2 valves per cylinder. (Unless approved by F. M. S. C. Officials.)

Engine size must be painted on hood.

IGNITION:

One 12 volt battery only.

Electronic ignition permitted. MSD type boxes permitted.

NO coil packs or crank trigger fired ignitions.

Must have battery disconnect.

CARBURETOR:

4412 Holley or smaller carburetor allowed. (Must fit F. M. S. C. gauges.)

Spacer/adaptor maximum 1.65" including gaskets.

May use air box.

INTAKE/MANIFOLD;

Stock OEM intake as originally produced by manufacturer. NO porting, polishing, or clean up of any kind. Modification allowed for 4412 where no adapter is available. YOU CANNOT TAKE ADVANTAGE OF THIS RULE TO IMPROVE AIRFLOW. The purpose of this rule is to only connect carburetor to intake.

HEAD:

Stock for the type of engine used. NO porting, polishing or grinding of any kind. May be milled. Cylinder head boss may be cut down for short adjusters (2300). May have 3 angle valve job. (NO more than 75 degrees.) Valve spring pocket may be cut .0100 deep or may run long valves; stock head/valve diameter, stainless steel valves allowed.

PISTONS:

Any 3 ring flat top piston. (Toyota may run dome pistons.)

Any cam and kit. NO rollers. May run adjustable sprocket.

CRANK: Stock crank for motor used, may be balanced. NO grinding, polishing or lightening of any kind.

RODS: Any steel rod permitted.

CLUTCH/PRESSURE PLATE: Stock diameter clutch and pressure plate. May run solid center disc.

FLY WHEEL: Optional, MUST BE STOCK DIAMETER - 8 lb. Minimum.

ALL TO BE WEIGHED ON F. M. S. C. SCALES

WEIGHT: Minimum weight for all cars, 2000 lbs.

Must weigh 1 lb. per CC original engine size plus .030 overbore (I. E. 2300 plus .030 overbore with driver must weigh 2330 after qualifying).

AFTER RACE, FMSC will give a 30 lb. weight break (I. E. 2300 plus .030 overbore with driver must be 2300 lbs. after race (zero tolerance).)

55% left side weight with driver, after race (zero tolerance)

Front wheel drive cars may not have more than 58% weight after race (zero tolerance).

All ballast must be attached with two ½” bolts and be white with car number on it. If your car loses ballast at any time, (practice or race) you are disqualified for the night.

No car over 2500 lbs. will be allowed to compete event for safety reasons.

All cars with stock suspension, full stock floor pans, firewalls and unmodified frames will receive 50 lb. Weight break.

Tech Inspector discretion is final.

BODY:

Stock appearing steel, aluminum, or fiberglass body.

Must have 4” ground clearance, body and frame included.

Front windshield required. Must be LEXAN.

Rear window permitted.

Must have minimum 14” opening from door to roof.

Side windows no longer than 10”, measured at corner of door and roof rail.

NO offset bodies, NO roof rails and NO rear window rails or window trays.

Bumper measurement from ground to center of main bar will be a minimum 16” - Maximum 19”.

Rear body panel must cover rear of car to center of bumper.

Must have firewall from fender to fender, NO tunnels of any kind under car. Firewall must remain unmodified and in stock location. Steel only - no holes.

Floorpan must remain unmodified and in stock location. Steel only - no holes.

TREAD WIDTH:

64” measured from true center of tires at spindle height - 0 tolerance.

MAX WHEELBASE:

Same as chassis used (1” tolerance).

SPOILERS:

Maximum 6” height. May not exceed width of deck.

CHASSIS:

All components must remain stock, as produced by manufacturer and mounted in stock location, unless specified. Front and rear sub frames may be connected with tubular framing. One piece per side. Location optional. May “X” frames or add cross members. May replace crash damage with tubing, maintain stock dimensions and flow.

Sway bars must mount in stock location, mounting optional.
MUSTANGS have coil springs in rear.

PINTOS have leaf spring in rear.

Any car that is deemed a full frame car will add at least 200 lbs. Before qualifying.

SHOCKS: Any steel body racing shock is permitted, \$100.00 retail price limited for each shock. This is not a claim rule

SPRINGS:

Coil: Any coil spring that will fit into bucket with NO modifications to buckets.

Wedgebolt adjusters allowed.

Leaf: Stock main leaf for car. Number of leafs optional. May use clamps. May cut secondary leafs. Sliders permitted with wedge bolt adjusters.

Struts: Strut cars may use tech approved coil-over adjusters on front only.
May elongate slots for caster/camber adjustments.

STEERING:

Steering box and components must be stock and in stock location.

BRAKES:

May run disc brakes. No aftermarket brake parts: calipers, rotors or drums.
No drilled rotors. Any pedal, master cylinder proportioning valve set up.

REAREND:

Any stock passenger car rearend. Must remain in stock location, centered in car.

NO offset. May be locked. NO quick change, NO cambered rearends. NO aluminum spools or Gold Tracks. NO aluminum.

DRIVESHAFT:

Steel or aluminum. Aluminum add 10 lbs.

Must have drive shaft loop. Also driveshaft must be painted white.

TRANSMISSION:

Standard or automatic (torque converter included).

Must be stock OEM and UNMODIFIED. Must be in working order with reverse and all forward gears.

FUEL/FUEL CELL:

Fuel cell Mandatory. 12 gal. Maximum with foam, must have check valve. 9" ground clearance. Rear protection bar minimum 1 ¼" .095" bar, 2 straps minimum 1" width surrounding the entire fuel cell. Fuel cells must be bolted. NO RIVETS - NO SHEET METAL SCREWS. Location of fuel cells must be approved by GFASCAR/FMSC Tech Inspectors. PUMP FUEL ONLY. NO alcohol, NO additives. Fuel must go through the fuel cell to the carburetor and cannot pass through any performance enhancing/cooling devices. NO ELECTRIC FUEL PUMPS.

WEIGHT MAY BE ADDED TO A CAR AT ANY EVENT AND ADDED IN ANY LOCATION ON CAR IF DEEMED NECESSARY BY FASCAR/FMSC OFFICIALS.

FASCAR PRO-TRUCK SERIES

FASCAR is the sanctioning body for this series. All Truck owners, drivers, sponsors, crew members and any and all persons involved in any way in FASCAR racing shall be deemed to have read, understood, and agreed to comply with these rules.

FASCAR license are mandatory. License fee is \$100.00 for driver and \$75.00 for crewmembers.

NUMBERS: Application and registration for number must be made through the FASCAR office. Existing numbers will be honored by membership application until March 1. After March 1 it will be first come.

2005 SERIES SPONSORS:

Each truck will carry all series sponsors' decals and/or logos, on truck at all times.

PRE-RACE, QUALIFYING AND POST RACE INSPECTION

All trucks must report to and pass technical inspection before qualifying. At the completion of qualifying the top five (5) trucks will report to scales for weight verification and post inspection. Teams finishing first, second and third will submit to a mandatory inspection. Trucks finishing fourth and fifth will be on standby until inspections are complete. Tech officials have the right to inspect all trucks during race day, from when you enter until you leave. Only two crew members and the driver allowed in tech. Area. Any more than three, the driver and team is subject to disqualification. This will be left at Tech Officials discretion. Trucks that place 1st and 2nd in the Feature will start the next race they attend in positions 19th for 2nd place and 20th for 1st place. If you skip an event, you will start 21st at the next event you attend. Any driver reporting late to the qualifying will get only one lap. Fast qualifier will pull a pill for inversion. Pills will be 0-8-10-1. The driver will be held responsible for the actions of all those associated with his truck, including but not limited to, the truck owner, sponsors, crew, family members, etc., and can be penalized accordingly. All participants

(driver, crew, etc.) will be required to adhere to the local track rules regarding conduct, pit speeds, and any and all other such rules. Any conduct deemed detrimental to FASCAR will not be tolerated and will be dealt with accordingly.

CONFISCATION: FASCAR reserves the right to retain, confiscate, or otherwise, any part or parts of any racing vehicle participating in a FASCAR sanction event. All trucks are subject to inspection at any time, for any reason, including but not limited to, their compliance with any and all rules.

INTERPRETATION OF THE RULES: The interpretation will be by FASCAR Officials and shall be final and binding. FASCAR Officials reserve the right to make a final judgment and ruling, which will be binding.

PROTEST: An official protest form must be in the FASCAR Official's possession no later than 15 minutes after the Feature event. Must be in cash. Driver or owner of another truck will only make protest. The protestor must be in the top ten and on the lead lap. FASCAR Official's have the right to refuse a protest that is deemed a retaliation of an on track issue.

1. \$250.00 top half of engine to cam
2. \$500.00 into crank + rods and top half
3. \$250.00 for anything else

VISUAL PROTEST: Any visual protest that is being made must be in writing 30 min. before Feature race to the FASCAR Official.

1. EXTERIOR

Race vehicle bodies will be fiberglass, aluminum or PVC (rubber) replicas of the standard cab. **MUST BE AN OFFICIAL APPROVED MANUFACTURER ONLY.**

(ARP Race Car Bodies, Speedway Racing Bodies, Five Star Race Car Bodies)

1997 through 2005 Chevrolet C-10

1997 through 2005 Ford F-150

1997 through 2005 Dodge Ram

Bodies must be an OFFICIAL APPROVED MANUFACTURER and fit the 108 inch wheelbase of vehicle. No carbon fiber allowed. Front nose and rear tailgate can only be PVC or AVC-NO FIBERGLASS. Note: Bed lids can be fiberglass, sheet metal or aluminum. Appearance of body must be kept at professional level. Any body damage must be repaired as soon as possible. This will be at the discretion of the FASCAR Officials. All trucks must be neatly painted, lettered and numbers must be at least 18" high on both doors and roof. Numbers must be clear to identify from the scorers booth. Additional truck numbers at least 4" tall. The windshield number must be in florescent orange and located on the passenger side of the truck. Also 4" number will be on left rear corner of the rear bumper cover. No duplicate numbers are allowed. Truck numbers must be registered with the FASCAR Series. Body must be mounted in the center of the frame with wheels in center of wheel wells with 2-inch tolerance. All body parts must be attached firmly to cage or frame and is subject to approval. Headlight and taillight decals recommended.

2. BODY: Minimum roof height must be 55 ½” measured from a point 10” behind top of windshield. Minimum rear deck height must be 36 inches. Minimum side window opening must be at least 16 inches. Note: Windshield angle (checked at center of windshield) must be no less than 36 degrees with truck in race ready condition. Front and rear window openings must be covered with 0.125 thick, clear lexan. Front windshield brace Mandatory. Helmets designed for the specific purpose of racing and carry at least a Snell 1998 approval sticker. Approved head restraints are Mandatory. Seat must have a right side headrest. Left side may have a headrest or inner window net. Five (5) point seatbelts/harness system are Mandatory. Belts and harnesses are subject to inspection and approval by FASCAR Officials at any time and must meet the following requirements.

Minimum two inch width.

Belts and harness system must be replaced every 3 years.

All teams must have a fully charged fire extinguisher with working gauge in driver’s compartment.

3. HOODS ARE MANDATORY AND MUST MAINTAIN STOCK APPEARANCE

No hood scoops, holes or other modifications of hood are permitted with the following exceptions:

A small notch, not to exceed 1.5 inches, on the far passenger side of the hood. This will allow the exiting of the overheating tube.

An opening of 2.5 inches X 20 inches may be cut in the rear of the hood, centered behind air filter which will allow air intake.

A 1-½ X 1-½ X 20 inch heat deflector may be installed on the firewall at this opening.

Hoods must have positive fasteners installed, either a minimum of 4 (four) hood pins or 2 (two) hood pins and 2 (two) hinges.

Full rear deck lids are mandatory. The rear of the lid must be able to open for inspection purposes. Front air dams must maintain their original configuration. All body support brackets must be solid brackets and located inside the body structure.

Rear spoiler is mandatory. Spoilers must be either a solid 1/8 inch metal or ¼ inch lexan piece with 6 inch height maximum, 5” minimum and 60 inches in width. Spoilers must be one SOLID piece; NO two piece, double or otherwise modified spoilers allowed. Rear spoiler must be at 60-75 degree angle. Must be firmly mounted. If the spoiler moves with little or no force it must be re-secured. May have approved braces front side or backside of the spoiler.

4. WEIGHT: Overall weight of vehicle with driver at completion of a race must be a minimum of 2850 lbs. With a maximum of 57% on the left side.

5. INTERIOR: Vehicle interior must be complete and shield driver from ground, engine compartment and fuel cell area. Driver's door bars must be covered with 1/16 gauge steel in case of losing fiberglass door. If you do not have a door (fiber-

glass) and have an open bar door you will not be allowed to race. Rub rails may be made of 3/4" box tubing. They must be tight to fiberglass body and be attached to the roll cage. Race vehicle must have steel foot box and driver compartment. Driver's seat must be inside the frame rails. Floors must be steel and the rest of compartment can be from steel or aluminum, but must be fully enclosed and extend from left to right side of vehicle. Race vehicle must have a rear firewall of steel to separate driver from fuel tank. Firewall may be welded, riveted or bolted, and all holes must be sealed. Interior sheet metal must not impede drivers exit through right side window. Each vehicle may have installed dash panel with water temperature and oil pressure gauges with an operational vision light. All other gauges are permitted, except for digital gauges. Master kill switch **MUST** be mounted and clearly marked one and off in one (1) of two (2) places:

1. Dash next to driver side door (all switches must be mounted within driver's reach).
2. On back deck behind driver side door.

Master kill switch **MUST** be mounted within reach of track official from driver side window. Ignition switch and starter button must be installed within arm's reach of driver. Quick release steering wheel mandatory. Center-top section of steering post must be padded with at least two inches of resilient material. Driver's side window opening must have approved window net. Net can be mesh or strap construction. No string nets allowed. Window net must have quick release mechanism welded to roll cage. Both side door window openings may have 0.125 lexan vent windows not to exceed 9 inches in height by 12 inches long. Commercially manufactured aluminum racing seats with rubber pads is mandatory. Dual head (right and left) restraints are **MANDATORY**.

6. DRIVE TRAIN: Engine, transmission and body of vehicle may be of different manufacturer. (For example, Ford body may have Dodge drive train.)

7. ENGINE: Engines to be limited to the following:

Sealed approved Crate Motor

Chevrolet - 305 CID maximum overbore .060 + .010 wear

Ford - 302 CID maximum overbore .060 + .010 wear

Chrysler - 318 CID maximum overbore .060 + .010 wear

Engine blocks must be factory production OEM block originally built for standard production models. No aluminum or sleeved-down blocks permitted. All casting numbers must be unaltered and legible. Block decks may be strengthened and blocks may be deburred. Blocks may not be offset bored and lifter bores may **NOT** be enlarged or altered in any form. Blocks must maintain OEM type bearings in the main and cam journals. Minimum deck clearance is .000.

CRATE MOTORS

GM ZZ4 350 ci 355hp@5250rpm aluminum head

MOPAR P5007949 363.5 ci 355hp@5300rpm aluminum head

FORD M6007 E351E 351 ci 360hp@5500rpm with Holley 650 cfm aluminum head

CRATE engine option rule:

An appointed engine builder will seal the non-sealed crate motor. Motor will be delivered to the engine builder in the unopened crate. The owner is responsible for the bolt on parts that are to be sealed. Oil pan, matching oil pick up, pan gasket set, valve covers (center bolt) with gaskets, water pump is optional aluminum or cast iron short or long shaft with gaskets. Cost for sealing of the original motor is \$100,00. If a problem with the motor develops the approved engine builder will repair and reseal. The owner is responsible for all cost relating to repairs of their motor.

The CRATE MOTORS will follow all other rules for the Series.

8. CRANKSHAFTS: Only OEM steel, cast or stock aftermarket replacement type crankshafts permitted. No lightened or knife-edge crankshafts permitted. Crankshafts may not be deburred. Crankshaft may not be polished, coated or altered in any manner. Crankshafts may not be smooth-balanced and counter weights may not be altered. The counter weights may be drilled or welded for balancing only. OEM stroke must be maintained. Casting numbers must be visible via sight plug on oil pan. Sight plug must be 1" hole on right side of pan below #6 cylinder. Minimum crank height is 12 inches.

Crankshafts Minimum Weight:

Chevy 305 50 lbs.

Chrysler 318 50 lbs.

Ford 302 35 lbs.

9. RODS: Only OEM or OEM appearing after-market rods permitted. Rods may not be polished, lightened, narrowed or otherwise altered. Only "H" beam rods may be used. No aluminum, titanium or any other lightweight rod permitted. Rods may have press fit or floated pins. Rods must have rod bolts and nuts. Crate motor rods must be same as from the factory.

Rod Lengths Are:

Chevy 305 5.70 inch

Ford 302 5.090 inch

Chrysler 318 6.12 inch.

10. PISTONS: Flat top or dished top pistons permitted. No reverse dome or D cup allowed. Wrist pin must remain in OEM position. Cast or forged pistons allowed. Pistons may not be coated, painted or otherwise altered. Minimum deck clearance is .000. Crate motor pistons must be factory duplicate.

11. CAMSHAFT:

Chevy WG#1139

Ford WG#1144

Dodge WG#1141

Vacuum test 17 inches at 900 RPM.

12. LIFTERS: Only OEM or OEM replacement lifters permitted. No oversize lifters, solid lifters or altered lifters permitted. Anti- pump lifters allowed. Any other type of lifter strictly prohibited.

13. ROCKER ARMS: Rocker arms must mount in original position. Chevrolet and Chrysler rocker arm ration is 1.5. Magnum heads use 1.6 and Ford is 1.6. Stamped steel, roller tipped and aluminum roller rocker arms permitted. No titanium or other lightweight materials permitted. Rocker arms must be stud mounted, 3/8 or 7/16 studs allowed, except for Chrysler which may be shaft mounted in OEM position. Stud girdles permitted.

14. CYLINDER HEADS - CHEVROLET

Chevy cylinder heads minimum combustion chamber 53CC (+or -1).

Only General Motor's factory produced, production 305 cast iron cylinder heads allowed. Must retain original 2 valves per cylinder. Intake valve maximum is 1.84 inches in diameter and exhaust valve maximum is 1.5 inches in diameter. Stainless steel replacement valves of original length permitted with a maximum stem variance of .018 inch. No interior deburring, polishing or hand blending permitted. Studs may be pinned or screw-in studs with guide plates permitted. Chevrolet head part #12529180 casting #12558059 (96-99 pickup truck) is permitted, but #1023906 is NOT acceptable or permitted.

15. CYLINDER HEADS - Chrysler

Chrysler cylinder heads minimum combustion chamber 57CC (+or-1).

Only Chrysler factory produced cast iron cylinder heads for 318 engines allowed. Must retain original 2 valves per cylinder. Intake valves with a maximum diameter of 1.84 inches and exhaust valves with a maximum diameter of 1.54 inches are allowed. Stainless steel replacement valves of original length permitted with a maximum stem variance of .018 inch. Magnum heads are legal with 1.92 1.625 valve but must use the RPM performer intake. NO PERFORMANCE MOPAR, No interior deburring, polishing or hand blending permitted.

16. CYLINDER HEADS - FORD

Ford cylinder heads minimum combustion chamber 53CC (+or -1).

Only Ford factory produced production 302 cast iron cylinder heads allowed, including GT-40 and GT-40P. Must retain original 2 valves per cylinder. Intake valve with a maximum diameter of 1.84 inches and exhaust valve with a maximum diameter of 1.50 inches allowed. Stainless steel replacement valves of original laength permitted with a maximum stem variance of .018 inch. No interior deburring, polishing or hand blending permitted.

17. VALVE SPRINGS: Valve springs must retain original diameter and height. Spring seats **MAY NOT** be enlarged or otherwise altered. Spring retainer must be original steel or Chromoly steel. Seven or 10 degree locks may be used. Valve springs must seat in original position and may not be positioned above original seat. **NO SPRING CUPS.**

18. INTAKE MANIFOLDS: Only the following intake manifolds permitted with no substitutions and must supply a direct vacuum port to hook up vacuum gauge.

Chevrolet - Edelbrock #7101, #7116, #2116

Ford - Edelbrock #7121

Chrysler - Edelbrock #7171 intake may be modified to use with Magnum head

No polishing or porting of intake manifold permitted. No laser treating or micro holes allowed in intake. No drilling or port matching allowed. Plenum may not be altered and no devices are permitted inside runners or plenum to direct flow.

19. CARBURETOR: Stock Holley 4412, 500 CFM ONLY. No polishing, grinding permitted. Choke and choke horn may be removed. Boosters may not be changed. Venturi area must not be altered. Base plate, throttle shaft and butterflies must **NOT** be altered. Any alteration to pull outside air other than through Venturi is prohibited. Stock butterflies must be used and cannot be thinned or altered. Idle holes may be drilled in butterflies. Screw ends may **NOT** be cut; screw heads must remain unaltered. Throttle linkage must have at least 2 return springs. Must supply large direct port for vacuum check on carburetor or intake. Only Holley OEM parts allowed, and must pass FASCAR Official gauge set.

20. CARBURETOR ADAPTER: Only one-piece adapter with a maximum thickness of 1 inch permitted with one (1) gasket per side not to exceed .065 thickness. Plate may be altered on bottom to direct airflow.

21. AIR INTAKE: An air box is optional. All vehicles participating in a FASCAR sanctioned race must have a metal air cleaner. Air cleaner must be a minimum of 12 inches in diameter and a maximum of 20 inches in diameter. Air cleaner limited to maximum of 4 inches height. Front of cleaner may be shielded. Anything used to induct air to element is prohibited. Cleaner element may not be altered, sprayed or soaked with chemicals or any foreign substance. Front area of the air cleaner up to a maximum of one-half of air cleaner's diameter and not wider than the height of the air cleaner's filter can be shielded. Bracket may be attached to firewall to deflect heat but may not be larger than 1 1/2" x 1 1/2" L-shaped and must be centered in opening. K&N air cleaners are permitted. Must supply a direct port vacuum on intake or the rear of carburetor for vacuum check.

22. FUEL PUMPS: PUMP FUEL ONLY. NO ALCOHOL - NO ADDITIVES. Must be purchased from FASCAR approved distributor and pass Series gauges.

24. ELECTRICAL: Only OEM or OEM replacement HEI distributor permitted. Aftermarket type distributor modules or coils may be used but must mount in OEM distributor location. **ALSO MULTIPLE SPARK DISCHARGE BOXES OR SYSTEMS PERMITTED.**

Alternators permitted. Must be in engine compartment. Only one standard 12 volt battery permitted. Battery must be mounted outside, behind driver's compartment, inside the frame rails. Self starter must be installed and operative. All race Teams must start under their own power. Under no circumstances can a race vehicle be pushed onto the racetrack. **NO** electrical monitoring devices permitted during the race. **NO** electronic timing devices permitted during the race. **NO** traction control.

25. COOLING SYSTEM: Only block mounted, belt driven water pumps allowed. Water pump impellers may be altered. Fan type optional. Electric fans permitted.

Aluminum radiators are permitted. All race Teams must have an overflow tank of at least 16 fluid ounces. Reasonable use of corrosion inhibitors and/or lubricants as additive(s) to cooling system water is permitted. It is recommended that an overheating hose that exits to far right side of hood at base of windshield be installed. Radiator must be mounted in front of engine. No anti-freeze allowed. Use of anti-freeze will be an automatic \$100.00 fine.

26. OILING SYSTEM: Oiling system must be wet sump oiling system. Oil pans may have left and right side kick-outs. Oil pan baffles permitted and recommended. Crankshaft scrapers permitted. Only standard screw-on type oil filters permitted. Sight plug must be installed above windage tray. 1" pipe coupling welded on side. Remote filters permitted. Engines may adapt an exterior oil line from the right valve cover to the oil pan.

27. EXHAUST SYSTEM: Any type tubular header permitted; must have single flange. Exhaust must exit behind driver. Muffler use shall be determined on a per event basis based on local ordinances and/or track regulations. (PLEASE BE PREPARED.) System must not exceed 3" I. D. anywhere behind collector. Tailpipe must be round and may be angle cut to body side. Only collector may be larger.

28. TRANSMISSION: Only OEM GM turbo 350, Ford C4 or C6, and Chrysler 904 or 727 automatic transmissions allowed. Must have three forward gears and one reverse. All gears must be working. GM Turbo 350 may run 2.75 low gear or 1.57 second gear. Manual shift kits permitted. Reverse shift pattern permitted. Stock type torque converters must be used. No hollow torque converters allowed. No direct drive couplers allowed. Torque converter must be fully functional and a minimum diameter of 10 inches. No exterior valve mechanism to transfer pressure will be allowed. Transmission coolers permitted. All cooling lines must be steel braided with screw-on fittings. No rubber hoses or clamps allowed. Shifters must be manually operated **WITHOUT** assistance of any electronic or air activated drivers.

28. TRANSMISSION: Only OEM GM turbo 350, Ford C4 or C6, and Chrysler 904 or 727 automatic transmissions allowed. Must have three forward gears and one reverse. All gears must be working. GM Turbo 350 may run 2.75 low gear or 1.57 second gear. Manual shift kits permitted. Reverse shift pattern permitted. Stock type torque converters must be used. No hollow torque converters allowed. No direct drive couplers allowed. Torque converter must be fully functional and a minimum diameter of 10 inches. No exterior valve mechanism to transfer pressure will be allowed. Transmission coolers permitted. All cooling lines must be steel braided with screw-on fittings. No rubber hoses or clamps allowed. Shifters must be manually operated **WITHOUT** assistance of any electronic or air activated drivers.

29. DRIVE SHAFT: Drive shafts and universals must be of similar design standard production type and must be made of steel. One 360-degree loop of 1-inch x 1/16 inch steel secured to cross member or chassis must be present to prevent drive shaft from dislodging from race vehicle. No accessories driven off drive shaft. Drive shaft must be painted white with vehicle number painted in red or black.

30. FRAMES & BODY: General Motors metric frame only may be used - 1978-87 Chevrolet Malibu, Monte Carlo, Pontiac Grand Prix, Oldsmobile Cutlass or Buick Regal. Frames must retain original 108 inch wheelbase (with + or -1/2 inch on longest side). Maximum allowable difference from side to side is 1 inch. Frame may be fabricated from 6" forward of the centerline of rear axle to rear of vehicle and from front sway bar forward. Holes may not be cut to lighten frame. Frame may be X'd.

Frame ground clearance minimum is 6 inches and body ground clearance minimum of 4 inches measured behind front tire and in front of rear tire. Cross member is exempt and **MUST NOT** be raised or lowered on frame. Minimum front spoiler ground clearance is 4 inches measured at any point of the spoiler. Frames may not be narrowed. Front cross member must remain original; it may be notched, for oil pan clearance. At no time can cross member be notched over 50 percent of width or thickness. The cross member may not be severed and moved.

A maximum 22 gallon fuel cell must be used; fuel cells must be mounted in steel container with a minimum of two, 1-inch straps to hold cell in container. Fuel cell in a steel container must be mounted in center of frame and behind centerline of rear axle. Fuel cell and container must have a minimum of 7 inches clearance from the ground. No pressurized cells permitted. Only one fuel line permitted to transport fuel from cell to pump. Left or right side fuel pickup in cell is permitted. Fuel line must not run inside driver's compartment. No additional fuel cells or fuel containers permitted. Fuel cell must have rear cell protection bar of 1.75 w/.095 wall tubing extending below the rear of the frame and at least 1/2 inch below the bottom of the fuel cell and cover the width of the cell or build cage around cell may be 1 1/4" .095 wall.

Roll cage design must be round steel tubing; main hoop, rear hoop, top hoop, dog legs, door bars, cross bar, rear bars (IF YOU HAVE A QUESTION CALL THE TECH INSPECTOR!) minimum of 1 3/4 x .090 bars. All roll bars around driver must be padded. Roll cages must be mounted square to

frame, 3 of 4 down points must collect in the same parallel of the frame. If down bars mount on top, 3 of 4 must mount on top. If 3" x 3" square tubing is used, mounting must be on same parallel 3 or 4 (4th bar may be moved for driver safety to kick out bar by drivers head). If mount is outside frame, mounting must be same on both sides. Top of roll cage must fit within 3" of minimum roof height. No offset roll cages. Left door must have a minimum of 3 bars; 4 bars recommended. The left door must have sheet metal from frame to third door bar. All door bars must be plated; may run safety pad on inside of door bars.

31. All lead or ballast must be mounted securely, painted white with the trucks number boldly painted on it in black. NO LEAD SHOT.

32. ENGINE PLACEMENT: Engine must be centered between frame rails 1" tolerance. Maximum set-back position are measured from the spark plug centerline to an imaginary line projected between the left and right front wedge bolts is as follows:

Crankshaft height is 12 inches from the center of crank to the ground.

Chevrolet 5 inches on driver side

Ford 6 inches on passenger side

Dodge 1.75 inches on driver side (318 and 360) iron head Crate Motor

5 inches on driver side (360 aluminum head)

33. SPINDLES, BEARINGS AND HUBS: Heavy-duty steel after-market hubs and rotors required on right front, left front recommended. No steel sleeves permitted over spindle. No offset or dropped spindles permitted. OEM metric spindle (i.e. Impala vehicle, ONE PIECE ONLY) allowed and must mount in stock locations. Lower control arms must be stock metric and may not be shortened or altered. Bushing must be original rubber or polyurethane replacement. Steel or aluminum bushings with hole in the center of busing permitted. Lower ball joint must be unaltered GM metric OEM only. Chrysler ball joints may be used on top.

Spindle savers are recommended.

34. WHEELS: Steel 15 inch racing wheels with maximum rim width of 8 inches. No air bleeders are permitted. Hubs must have 5/8 inch wheel studs. Heavy-duty steel after market hubs and rotors are required on the right front wheel. All wheel weights must be glued or taped.

35. TIRES: Hoosier 880 8" treaded must be purchased and stamped with Official FASCAR stamp. If tires are not purchased from FASCAR there is a \$25.00 stamp fee per tire. If tires are not stamped FASCAR you will be disqualified! Cannot change tires after qualifying.

36. TREAD WIDTH: Tread width is 63 inches maximum in front and rear. Spacers are permitted to maintain tread width. Tread is measured from left center of tire to right center of tire.

37. SUSPENSION: Front suspension components must remain STOCK for frame used (GM metric). Springs must mount in STOCK location. Top of frame may be changed to add jackscrews or allow for spring removal. Shocks must be mounted directly to lower A-arm. Center-link of steering linkage may be spaced downward. Spacing must be permanent and non-adjustable.

Non-adjustable rod ends permitted on any suspension point, except outer tie rods. This will include but not be limited to A-arms (upper & lower), sway bar attaching points, rear trailing arms, rear mounting position or rear differential.

After market tubular upper A-arms with OEM ball joints and bolting directly to OEM spindles may be used. Lower ball joints must be GM OEM or replacement only. Coil spring rubber inserts permitted. No leaf springs or torsion bars permitted. All bushings must be of stock dimensions. Only rubber, neoprene, or steel bushings are permitted. Rear sway bar is permitted. Must use stock type bushings.

Sway bar: One-piece OEM style sway bar is permitted 1 3/8 inch maximum diameter.

Only one shock per wheel permitted. All shocks must be steel; non-adjustable while mounted (re-valving shocks are legal). Max. \$175.00 steel shocks. Only rear shock mounts location optional on rear axle.

38. STEERING: Box cannot be moved from original STOCK factory location. Universal joints, up to 3, can be put on steering shaft as well as heim joints. No rack and pinion steering allowed. After-market power steering kits or steering quickener kits allowed and must be driven off the crankshaft. Steering wheels up to 17 inches, quick release spring-loaded metal pin is required. No nylon inserts permitted. Collapsible steering shaft is allowable. Original OEM steering must be used. Pitman arm, drag link, tie rods and tied rod ends must be of original General Motor's type used with this frame or original replacement. Tubular steel or aluminum adjustable sleeves with joint nuts may be used with original tie rod ends. Heim joint on outer tie rods allowed.

39. REAR END: Original 7.5 rear end. Rear trailing arms must be original and mounted in original brackets and holes. No adjustable rod ends may be used at any connection point. Holes may be strengthened with welded washers but must remain within a 1/2" of original position (to square chassis). The distance between the centers of the bolts on upper arms should be no less than 10 1/4 inches. Rear trailing arms may be strengthened by welding one-inch straps on bottom with one inch between strips. NO solid or enclosed trailing arms permitted. Bushings at both front and rear of trailing arms must be original rubber or polyurethane. NO steel, aluminum, pivot or any other type or bushing permitted to attach trailing arms to frame or rear differential.

Rear differential housing must be original 7.5" 10 bolt General Motors or 9" Ford housing. NO 8.5" or 8.2" housing permitted. Brackets for mounting trailing arms must be in original location with NO alterations to mounting holes.

The spring perch must remain on the top of the axle tube. Ring gear and pinion must be original appearance and mount directly in housing in original bearings and may not be drilled, lightened or altered in any manner. Only GM OEM or replacement ring and pinion rations permitted. Only metric 308, 323, 342, 373, 411, 456 ratios are legal. C-clip eliminators are optional. Welded spider gears and mini-spools permitted, and may be of any material. Any rear differential cover that bolts directly to the rear differential without alteration of the rear differential permitted.

Moser 26 spline axle mandatory on right side.

No posi-track units or locker type rear spider. No open rears.

No modification (except spring perch, but only on the top of the axle tube) is allowed. Must fit OFFICIAL rear end jig. Only OEM magnet attractive carrier (cast iron). Only 308, 325, 340, 370, 411, 456 ratios. NO LIGHTWEIGHT or machining to lighten. Mini spool, welded, full steel spool NO DRILLING or MACHINING to lighten.

40. BRAKES: You must use GM OEM single puck calipers. All four brakes must be in full working condition.

Rear disc brakes are mandatory. All calipers must be cast iron or steel GM OEM single puck and must be installed with bolt on or welded on brackets. Rotors must be steel or cast iron and brake hats may be steel or aluminum.

41. FASCAR GATE ENTRY: Drivers will locate the FASCAR trailer and sign in and pay before going to Tech. Failure to do so will result in your truck starting scratch.

42. DRIVER SAFETY: Driver suit must be of double layer fire retardant material.

Helmets SNELL 98 or newer.

All drivers will wear a head restraint system (neck brace is not enough).

Fire retardant shoes and gloves required.

Driver's seat will be mounted inside the frame rails. Be of a high quality and mounted firmly to the chassis. Seat must have left and right head rest.

Belts and window net may not be older than two years. May not be sun bleached, cut or torn.

43. DRIVERS' MEETINGS: All drivers MUST report to the designated track drivers meeting. Immediately after that meeting, FASCAR will conduct its meeting. Roll call will be taken. If the driver is unable to attend, he/she needs to appoint a member. Failing to do so will result in the driver starting scratch. Driver/crew needs to know designated track rules.

Variations to these rules may be allowed for visiting racers at FASCAR discretion.

FASCAR SPORTSMAN RULES

Cars: Any American made 1970 or newer 2 door, steel post. 108 inch wheelbase minimum. Must use STOCK frame rails. NO TUBING. NO high performance cars or equipment.

ENGINE: Strictly stock as originally produces. Ford in Ford, Chevy in Chevy, etc.

Stock replacement parts OK. 358 CI maximum. (Stock OEM crank.) NO part numbers in performance catalogues allowed

A. LOCATION: Most forward spark plug must be even or ahead of the top ball joint.

B. Hydraulic or flat tappet cam. 525 maximum valve lift. Standard mounted roller rocker arms allowed. NO shaft rockers or stud girdles.

C. Ignition: OEM or single point. Stock electronic OK. Super coil OK. NO MSD.

D. Any stock carburetor. Must be approved. Stock Holley #441, 500 CFM only. COLD AIR BOXES ARE NOT ALLOWED. Stock element with a shield around 50% of the front is OK. No holes allowed in hood. No other air induction permitted. Spacer/adaptor: Maximum 1.60 between intake and carburetor - NO thick gaskets. No sanding, grinding or cutting of any kind. Changing of jets, power valves, drilling of idle holes in butterflies and removal of choke plate permitted.

E. MANIFOLD: Stock cast iron only. NO aluminum: NO high rise; NO marine; NO high performance.

F. EXHAUST HEADERS: Optional. Under chassis headers ONLY. Must exit outside of car.

G. HEADS: Any stock OEM, straight plug, steel heads with maximum intake 1.940 and 1.50 exhaust. World Product SR head OK. NO VORTEX.

H. Flat top piston only May not exceed block.

I. Stock appearing rod, original length for engine used.

J. Stock size valve springs with stock retainers only.

K. NO ACID PORTING - NO COATINGS of any kind.

L. NO ELECTRIC FUEL PUMP.

WHEELS AND TIRES:

A. 10" wide, steel racing wheels ONLY.

B. FASCAR stamped, track approved tires only.

C. Tires must punch 48 minimum on the durometer - ALL 4 tires at ALL times.

BODIES: Stock appearing steel, fiberglass or aluminum. Fiberglass hoods are allowed on steel.

6 point roll cage, 1 3/4 inch OD minimum. Four (4) door bars on left side; three (3) door bars on right side. May use front and rear roll cage loop.

Lexan windshield only. No passenger side window. Lexan rear window optional.

Fenders may be cut for tire clearance.

No cutting holes in hood. Hood scoop allowed. Must come back to windshield.

Hood and trunk: remove locks and replace with hood pins.

Bumper: May remain stock type or be replaced with pipe bumper with bumper cover. NO cow catcher. For appearances: after market nose piece and rear bumpers are allowed. Must be approved by Tech Inspector.

STOCK STEEL floorboards and firewall **MANDATORY**. May be replaced with 16 gauge steel - fender to fender; add 50 lbs. If you do not have a complete, stock firewall and/or floor pan, **YOU MUST RUN HOLLEY 4412, 500 CFM.**

No holes allowed in floorboard and/or firewall.

SUSPENSION: Stock OEM steering box and components in stock location **ONLY**>

Springs optional; 5 inch OD; No coil overs.

Shocks: steel **ONLY**. Steel racing shocks OK, non-adjustable. Front can be externally mounted. Rear shocks must remain in approximate stock location.

Wedge bolts, front and rear - optional. Leaf springs may use adjustable rear mount; must be in **STOCK** location on the frame in the rear.

Spindles: Stock - no dropped spindles of any kind.

Tubular upper control arm optional. Must be in original location. Upper control arm mounts must remain stock and unmodified.

Cross member: Must remain **STOCK** - **NO** cutting or altering for any reason.

All other suspension parts must have **STOCK** steel mounts.

Brakes: 4 wheel brakes all in working order.

Stock OEM calipers; spindles, rotors. Pedals - optional.

Frame: Unibody cars only can be tied together with **NO** more than 8 ft. of tubing. Full clip must be used.

Crank height 12 inches.

No underslung frames. No straight rail cars.

Differential: 9" Ford or floater differential. Disc brakes optional. ½ inch lug minimum. May be locked. NO WIDE FIVES. No clutched or cambered rear ends.

Transmissions: Standard or automatic. Stock OEM un-modified. Must have ALL forward and reverse gears. CLUTCH: Stock OEM type clutch and flywheel, nodular iron OK. NO ALUMINUM DRIVE SHAFTS.

Weight: 3000 total weight. Maximum 55.0% of the total weight of the car will be on the left side, checked at any time before, during or after time trials and/or racing event with driver sitting in normal driving position with helmet and driving uniform. Weight AFTER the race with driver, NO fluids or weights added at scale. ALL WEIGHT added to car MUST be bolted in with a minimum ½" bolts with locking nuts, minimum two (2) bolts/nuts per 50 lbs. Minimum 5 lb. Blocks and MUST be painted white with the car number and division painted or engraved on each block. NO WEIGHTS ALLOWED IN DRIVER'S COMPARTMENT.

Steering Shaft: Must be track approved with center steering knuckle.

FUEL & FUEL CELL: See General and Safety Rules. No electric fuel pumps.

Battery: See General and Safety Rules.

Radiator: MUST have a catch can mounted in front of the engine firewall.
*Optional overflow on windshield. NO ANTIFREEZE, WATER ONLY!

SAFETY: See General and Safety Rules.

FASCAR SUPER STOCK RULES

AUTO: Any American made two (2) door, steel top/steel body automobile manufactured after 1970. Must be full frame with a minimum wheelbase of 108" with a maximum 358 engine (small block). EXCEPTION: full size Mopar maximum 360 cubic inches. No convertibles, four doors, sport cars, trucks or 4 wheel drives allowed. SPECIAL ORDERED VEHICLES NOT PERMITTED IN THIS CLASS.

BODY: STOCK BODY DIMENSIONS ONLY (i.e. roof height, firewall and floor pan location). NO modifications or alterations of any kind. Stock floor pans and firewall must remain in original location and all holes must be patched.

Body sheet metal must be kept in place at all times. ALL body mounts MUST remain in stock location. Doors must be welded shut. Hood and trunk must be gutted. Hood may be aluminum, steel or fiberglass but all locks removed and hood pins used. Hood, top, door, wheel wells and trunk may be gutted. 1 inch square tubing may be used for rub rail but bolts cannot protrude outward. Rear spoiler 2" x 60" maximum. No cowl intake or hood scoops.

CHASSIS: Must be FULL frame except full size Mopar. NO modifications, NO chopping, channeling or shortening.

ROLL CAGE: Must be properly attached to frame by continuous electric weld in at least six (6) points. Doors may be gutted to accommodate a minimum of four (4) door bars. Tubing must be a 1 3/4" OD and .095 thickness. NO exhaust pipe, fence posts, muffler tubing or galvanized pipe. Brace from top of rear bar to axle deck may pass through firewall and attach to frame on front side of rear axle. ALL JOINTS MUST BE ELECTRICALLY WELDED IN CONTINUOUS WELDS. Front and rear hoop bars permitted. Must have two (2) 10 degree bends in horizontal bars. Must be 6" minimum between bar and frame.

INTERNAL ENGINE: Strictly stock for manufacturer. FORD/FORD, CHEVROLET/CHEVROLET. That size (cubic inch) engine must have been available that year, make and model. Maximum Mopar 360 cubic inches. Maximum .030 overbore + .010 for wear. Stock 4 valve relief OEM or replacement pistons ONLY. 500 maximum lift hydraulic cams. OPEN CHAMBER HEAD ONLY, NO EXCEPTIONS. 76 cc chambers for all manufacturers, makes and models. NO BIG BLOCKS. Four bolt main engines OK. High volume oil and fuel pumps OK. No special timing chains. Double row chains OK. No others. NO grinding, polishing, acid porting or coatings of any kind allowed. No high performance cranks, rods, etc. Aftermarket crankshaft pulley allowed. No other alterations. No electric fuel pumps.

EXTERNAL ENGINE: Must be in its original location. Solid motor mounts ok. No aluminum intakes. NO polishing. Stock cast iron 2 barrel intake only. Rochester 2 barrel carburetor with 1/4" maximum gasket. Choke may be removed. Holley 4412, 500 CFM, with Mr. Gasket #1937 adapter only. \$125.00 claim on Holley 4412. Stock, cast iron 2" exhaust manifold only. 2" truck center dumps OK.

Exhaust pipes may not run straight back. Must turn to either side of car or turn to one side. Distributor may be any year but must be stock HEI or points fired. NO MINI STARTERS.

DIFFERENTIAL: Strictly stock, maximum 3 series gears. May be locked. Wheel studs must be minimum 1/2" diameter.

TRANSMISSION: Stock automatic transmission with 13" diameter torque converter only. NO MODIFICATIONS.

SUSPENSION: Any stock mounted steel shock allowed. Cannot be modified. Must remain in stock location. Any springs allowed in front. Cannot be modified and must remain in stock location. Must be same height on both sides. Springs buckets may be used as needed - non adjustable - must be same height both sides. If adjustable, must be welded solid at same height both sides. Wedge bolts allowed in rear only. Wedge bolt plate may be added directly to top of stock spring bucket. Cannot exceed stock height. Upper and lower spring perches must remain stock!

Sway bars must be mounted in stock location above the lower control arm. Stock sway bars only.

RADIATOR: May be oversized. **NO ALUMINUM.** Belt driven fan only. **NO** electric fan. Radiator must have a catch can mounted in front of the engine firewall.

*Optional overflow on the windshield.

BUMPERS: Stock bumper or fabricated bumper with cover. No exceptions. **NO** aluminum "beam" bumpers. Stock aluminum bumper allowed. Must be securely attached.

WHEELS & TIRES: 8" steel racing wheels with any offset. **ALL** four offsets must be the same. **NO** wheel spacers will be allowed. Track approved tires **ONLY.** Track approved **MODIFIED TAKE OFFS ARE ALLOWED.** Maximum 4/32. **TIRES FOUND TO BE ILLEGAL WILL BE CONFISCATED BY THE TRACK.**

No new tires except for 50 lap races.

STRIPPING: Interior parts can be removed. Exterior trim **MUST** be removed. Headlights, parking lights, side lamps, back up lights, tag lights, etch. must be removed. Hood, top and trunk may be gutted. Hood pins must be used. All glass must be removed. 1/8" lexan windshield **MANDATORY.** All plastic, cloth and flammable interior must be removed. All body sheet metal will be kept in place at all times.

WEIGHT: Minimum 3200 lbs. 55.0% maximum left side. **NO TOLERANCE.** **ALL WEIGHT** added to cars **MUST** be bolted in with a minimum 1/2" bolts with locking nuts, minimum two (2) bolts/nuts per 50 lbs. Minimum 5 lb. Blocks and **MUST** be painted white with car number and division engraved on each block. **NO WEIGHTS ALLOWED IN DRIVER'S COMPARTMENT.**

FUEL & FUEL CELL: See General and Safety Rules.

BATTERY: See General and Safety Rules. Must be located in driver's compartment.

SAFETY: See General and Safety Rules.

FASCAR STREET STOCK RULES

(Columbia Motorsports Park)

CARS: Any 1960 or newer American made car. Factory steel top and body. No sports cars, pickups or vans. Minimum wheelbase 108", 3,100 lbs. Minimum with driver after race. 1% tolerance. No fluids added. 55.0% left side weight maximum.

BODY: Stock. No alterations or modifications of any kind on the outside of the car. Driver compartment must be sealed from engine and truck area. Gutting ok. Hood pins are ok. Bumper height -- 18" +/-" (center distance). Aftermarket nose ok for year and model. Minimum ground clearance 6". Subject to tech approval. 81 or earlier Camaros may use Howe noses or OEM nose piece. Rear bumper covers may be used. Uncut hoods, no scoops. Spoilers- may use factory spoilers or at tech directors discretion. Fabricated spoilers will be no larger than 5" x 60"

CHASSIS: Stock. No alterations. Coil springs - any spring, any height, must be 5" minimum diameter. Adjustable spacers or jack bolts ok. Leaf springs - stock for manufacturer. Lowering blocks ok. Adjustable shackles ok. Spindles and hubs - Any OEM with 1/2" minimum studs required on all four. 1" minimum nuts all around. Top and bottom A-frames must be stock for make and model. Clutch pedal assembly optional. Proportioning valve optional. Shocks - one per wheel, steel only. \$50.00 claim. Engine location: front spark plug must be 1" ahead of centerline of top ball joints. Sway bars - Any OEM bar in stock position, mounting optional. Tread width - 66 inches maximum.

ENGINE: Any GM car may run up to a 350 Chevy motor, any Mopar up to 360, any Ford up to 351, AMC 360. These are maximum engine sizes. Electrical: Distributor- stock OEM, HEI ok. Add on electrical accessories subject to Technical approval. Alternators - optional. Plug wires and plugs - optional. Coil - optional on point distributor, OEM style on HEI. Starter - self starting electrical. One (1) 12 volt battery only. Carburetor: Stock Holley 4412. Choke plate may be removed. Jets and power valves may be removed. Jets and power valves may be changed.

1 1/2" maximum between carburetor and manifold. Gaskets not to exceed .065.

Factory passenger car cast iron manifold. NO bowties, NO modifications. Exhaust Manifolds: headers ok. NO crossover, NO 180 degree, NO weed burners. Must fit without altering fire wall, motor mounts and engine location. Heads: No high performance heads. Chevy SB 72cc minimum heads. NO porting, polishing, NO coated surfaces; screw in studs ok. Guide plates ok. 1.94/1.5 Chevy, 2.03/1.65 others maximum. Intake valve bowl angle maximum 75 degrees. Valves: NO titanium, NO ceramic, NO exotic metals, NO neckdown valves. Stainless stock diameter valves ok, plus .010" head diameters over stock allowed - .010" stem diameters allowed. Swirl polished ok. Stock diameter and style springs and retainers, PC seals ok. Stock ratio rocker arms, roller rockers stud style ok, Chevy 1.5 only. Stud girdles and polylocks ok. Shims under springs, rocker arms, shafts and fulcrums ok. Lash caps - optional. World Products #4360B (S/R) ok. Pushrods - optional. Cams: hydraulic lifter style maximum lift Chevy .450" lift at valve. All others .515". No oversized lifters or rollers. Pistons: flat top four (4) eyebrows or dished. Maximum .060 over, .010 clearance, OEM style (stock ring location). No fly cutting for clearance. No excessive lightening other than to balance. No custom made pistons. Stock style wrist pins. No part of the piston can be out of the block. Stock ring location - 5/64 inch compression, 3/16 oil control.

Rods: Stock length for motor. OEM ONLY, aftermarket bolts ok. No beam polishing. Balance ok. Must have factory stamp or casting number. Floating pin ok, no bushing. NOTE: Some GM rods have no casting numbers but are easily identified. Yours need to look like the one we have. Crank: stock for motor. OEM weight 50 lbs. Minimum. NO external lightening, other than to balance. Stroke plus or minus .013" tolerance. Stroke must match block. Elgin/Scat replacement cast units ok. No knife edge. Block: Decking ok. Painting of oil galley ok. Screens, oil galley plugs, lifter valley tray ok.

Oil pan - optional - wet sump only: windage tray ok. Oil pump - no external units or Barnes dry sump in pan style. Remote oil filter ok. Accusumps ok. Bolts - optional. Water pumps - NO aluminum on Chevy 351C, 351M Fords, aluminum ok. Pulleys - optional. Valve covers - optional. Air filter - optional. Hoses and belts - optional. Fuel pump - NO electric or belt drives, any mechanical pump. Lines, filters, coolers - optional.

TRANSMISSION: OEM automatic with operational OEM converter or manual. All gears working.

REAR/DIFFERENTIAL: Any passenger car drum/disc brake rear end using stock mounts and arms from car only. May be locked, any ratio. Disc brake conversions may be used, but must be all steel/cast iron.

CLUTCH: 10 ½" minimum diameter, over the counter single disc, no mini's, no lightweights; conventional spring type. 14 lbs. minimum.

FLYWHEEL: OEM, 14 lbs. minimum weight.

SEAT: Aluminum racing seat mandatory.

FUEL TANK: Fuel cell mandatory. 22 gallon maximum. Mounted no lower than 8" from ground and must have fuel cell guard. Steel fire wall between driver and trunk required. Fuel must be Sunoco Blue or Purple only. NO additives of any kind.

SEAT BELTS: 3", five (5) point seat belt, shoulder harness and crotch strap mandatory. 2002 or newer. (See Safety Rules.)

WHEELS: Steel, 15" x 8" maximum. Maximum offset 2". All wheels must be racing quality only.

TIRES: Track approved labeled Goodyear 8" slick. Tires must be consistent in compound with tire dealers stock. Tires must durometer 55 (hot).

PROTECTIVE BARS: Mandatory 4 point roll cage. Full cage ok. Four (4) door bars on left, three (3) door bars on right. Main 4 points must be tied to frame where available, uni-bodies must be plated.

BALLAST: All ballast must be mounted with ½" bolts on steel only, not sheet metal, and painted white with car number. SEE SAFETY RULES.

MIRRORS: Single panel 4" x 5" maximum allowed.

WEIGHT: 3,100 lbs. minimum with driver after race; 1% tolerance. No fluids added. 55.0% left side weight maximum. Any car not totally complying with these rules may be allowed to run with added weight penalty at the Tech. Director's discretion. ADDED WEIGHT RULE IS TO ACCOMMODATE TRAVELERS... NOT REGULARS/LOCALS.

INSPECTION: A ¾" plug must be installed in oil pan for inspection purposes. That access hole must be directly in line with a rod journal or removal of pan can be expected.

NO EQUIPMENT WILL BE CONSIDERED AS HAVING BEEN APPROVED BY REASON OF HAVING PASSED THROUGH INSPECTION UNOBSERVED. ANY EQUIPMENT THAT DOES NOT CONFORM TO SPECIFICATIONS OR TOLERANCES CONTAINED IN THE RULE BOOK IS NOT ELIGIBLE.

SAFETY: See General and Safety Rules.

FASCAR PURE STOCK RULES

(Columbia Motorsports Park)

Car & Body: Any 1960 or newer sedan or station wagon is eligible. Minimum stock wheelbase allowed 101 inches. Camaros, Firebirds or Mustangs plus 100 lbs. Drivers protection bars are mandatory. Four (4) point roll cage with four (4) door bars on the left and three (3) door bars on the right are mandatory. Full cage with front and rear hoop permitted. Front radiator guard must be behind grill. All doors must be welded or bolted. All glass and flammable materials must be removed. **RACING SEAT BELTS AND SHOULD HARNESS MANDATORY.** 3 Inch, 5 point seat belt, shoulder harness and crotch strap mandatory. 2002 or newer (See Safety and General Rules). Complete original metal firewall must be in tact from front windshield to rear window. The stock steel, unaltered floor pan, firewall, trunk and trunk floor **MUST BE RETAINED.** Wheel wells may be removed. Cars must be strictly stock. **NO** cutting, chopping, channeling or shortening allowed. **NO** holes in the hood. Hood must be kept in place at all times. Body sheet metal must be kept in place at all times. Doors cut for roll bar clearance ok. Trunk may be cut for fuel cell clearance only. Appropriate after market nose may be used upon Tech approval. Headlights and taillights must be removed. All body side trim/molding must be removed. All interior upholstery must be removed, back sea, headliner, door panels and carpet. Driver's seat must be aluminum (racing style) in steel mounts. All cars must have a complete lexan windshield. Fuel cells mandatory. Maximum 22 gallon mounted with two (2) steel straps front to back and side to side in trunk. Fuel cells can be no lower than bottom of frame rail. 9 inch minimum ground clearance. Rear fuel cell guard mandatory.

SUSPENSION: suspension parts must remain absolutely stock for that make and model of car. Springs optional but must remain in original stock location and mounts. No adjustable spacers or shackles. Bumper height 18 inches center. - +2".

TIRES & WHEELS: ALL FOUR (4) TIRES MUST BE SAME SIZE, DURING AND AFTER RACE. **NO EXCEPTIONS!** Tires must be stock passenger car tires only, no truck tires, no fancy exotic trick gumball tires of any kind. No recaps. Tech approved treaded tire. Any maximum 8" wide steel wheel, racing quality recommended. 1" lug nuts mandatory. No wheel adapters/spacers.

ENGINES: No high performance motors. Any GM car may run up to a 350 Chevy motor. All others may run whatever motor came in body. These are maximum engine sizes. If legality of parts is questioned, drivers will be responsible for furnishing proof of legality; as of another core of item or explicit written proof of origin.

ELECTRICAL: Distributor - stock OEM, HEI ok. Add on electrical accessories subject to Tech approval. Alternators - optional. Plug wires and plugs optional. Coil - OEM style or HEI. Starter - self starting electrical. OEM replacement only. One (1) 12 volt battery only. Carburetors - stock equipment only or Holley 4412/4412S with 1 ½" spacer. Subject to our gauges. Intake - factory passenger car cast iron intake only. No spacers. No porting, no polishing. Painting inside will be considered modification, no aluminum. Exhaust Manifolds: cast iron 2" maximum size, no cutting or welding for fit. Exhaust pipe must extend 12" from manifold. No porting, no polishing, no coatings. Air injection tubes ok; no welding. Heads: NO high performance heads. Chevy SB 72cc minimum heads. No porting, polishing, no coated surfaces. 1.94/1.5 Chevy; 2.03/1.65 others maximum. World Products S/R ok. Valves: NO titanium, no ceramic, no exotic metals, no swirl polished, no neck down valves. Stainless stock diameter valves ok, plus .010" head diameters allowed. Stock style springs and retainers, PC seals ok. Stock ratio rocker arms, no roller tip style, Chevy 1.5 only. Polylocks ok. Shims under springs, rocker arms, shafts and fulcrums ok. Studs optional. No guide plates. Pushrods - optional. Cam: hydraulic lifter style; maximum lift Chevy .420" lift at valve. All others .480" lift. NO oversize lifters or rollers. Pistons: Flat top four (4) eyebrow or dished. Maximum .060 over, .010 clearance, OEM style (stock ring location and size). NO metric. 9.5:1 compression ratio maximum. NO excessive lightening other than to balance. NO custom made pistons. OEM wrist pins only. Rods: Stock for motor, aftermarket bolts ok. NO beam polishing. Balancing ok. Crank: stock for motor, OEM weight. NO external lightening other than to balance. Stroke plus or minus .013" allowance. Elgin/Seat replacement cast units ok. NO knife edge. Block: decking ok. NO polishing. Painting of oil galley ok. Screens, oil galley, plugs, lifter valley tray ok. Oil pan - optional - wet sump only. Windage tray ok. Oil pump - NO external units or Barnes dry sump in pan style. Bolts - optional - no head studs, no main studs, washers ok. Gaskets - optional. Water pumps - no aluminum on Chevy, 351C, 351M Fords, aluminum ok. Pulleys - stock style, no aluminum. Alternator and power steering pump pulleys optional. Valve covers - optional. Air filter - optional. Hose and belts - optional. Fuel pump - no electric or belt drives. Mechanical pump only. Lines, filters and coolers - optional.

TRANSMISSION: Any stock transmission from manufacturer's line may be used.

CLUTCH: 10 ½" minimum diameter, over the counter single disc, no mini's, no lightweights, convention spring type. 14 lbs. Minimum.

FLYWHEEL: OEM, 24 lbs. Minimum weight.

REAR ENDS: Stock rear end only for car and make. May be posi or locked.

WEIGHT: 3,100 lbs. Minimum with driver after race; 1% tolerance. No fluids added. 53% left side weight maximum. Camaro, Firebird, Mustang 3,200 lbs. Ballast - all ballast must be mounted with ½" bolts on steel only, not sheet metal and painted white with car number. SEE GENERAL & SAFETY RULES.

APPROVED NOMEX FIRE SUIT AND SNELL 99 OR NEWER HELMET REQUIRED. SEE GENERAL & SAFETY RULES.

Any loss of wheel or tire requires you to immediately leave the race track. We will NOT allow any track damage.

INSPECTION: NO EQUIPMENT WILL BE CONSIDERED AS HAVING BEEN APPROVED BY REASON OF HAVING PASSED THROUGH INSPECTION UNOBSERVED. ANY EQUIPMENT THAT DOES NOT CONFORM TO SPECIFICATIONS OR TOLERANCES CONTAINED IN THE RULE BOOK IS NOT ELIGIBLE.

FUEL: Must be Sunoco Blue or Purple fuel only. NO additives of any kind.

NOTE: ANY DECISIONS PERTAINING TO LEGALITY OF CARS, PARTS, ETC. IS UP TO THE TECH INSPECTORS DISCRETION.

FASCAR STRICTLY STOCK 8 CYLINDER & HURRICANE 4 CYLINDER RULES (Orlando Speed World only)

Keep it inexpensive, easy and fun! Trophy class only. NO GUTTING, CHOPPING, TORCHING, OR CUTTING OF ANY KIND. IF YOU GUT, CUT, CHOP OR TORCH - YOU DON'T RACE. NO ELECTRIC FUEL PUMPS! THE GENERAL RULES OF THE RACE TRACK APPLY. THE TRACK RESERVES THE RIGHT TO MAKE CHANGES FOR THE SAFETY OF THE CLASS. IF YOU HAVE RACED BEFORE, THIS CLASS IS NOT FOR YOU. TROPHY CLASS ONLY; FIRST FIVE (5) PLACES.

PURPOSE: Provide an inexpensive ENTRY LEVEL stock car racing division for the NOVICE driver.

ELIGIBILITY: DRIVER: NOVICE DRIVERS ONLY! The driver will move up to a regular FASCAR licensed division or sit in the Grandstands if deemed not a NOVICE driver by Track Officials.

SAFETY EQUIPMENT: mandatory: DOT approved helmet with face shield or goggles. Approved window net with release. Full long sleeved shirt, long pants, full

Shoes - REQUIRED. FIRE SUIT HIGHLY RECOMMENDED WITH SHOES. NO tank tops, shorts, sandals, etc. OPTIONAL: four (4) way safety harness, fully

charged fire extinguisher mounted within driver's reach. ON BOARD FIRE SYSTEM HIGHLY RECOMMENDED. BE SAFE!

GENERAL RULES: All tires the same size. All four (4) must be either 14" or 15", 70/75/78/80 series DOT. NO TRUCK OR TRAILER TIRES. No truing or soaking. TIRES MAY BE DISMOUNTED AND CHECKED FOR SOFTENERS OR ADDITIVES AT ANY TIME. IF FOUND ILLEGAL, TIRES WILL BE CONFISCATED BY THE TRACK. 30 lbs. Minimum Tire Pressure on All Four (4) Tires. **NO LEANING OF TIRES**** REMOVE all glass except windshield. Doors must be welded shut. Completely stock engine for that year, make and model; and stock carburetor, maximum size 4 barrel. NO special ordered cars to be used. NO high performance. NO boring. NO cleaning.**

NO tinkering of engines. Stock gas tank in stock location. Fuel cell/Steel boat gas tank if mounted in trunk; must be a steel case with 2 steel straps. Must be strapped securely. Open chamber heads only. NO FUEL INJECTION CARS. Stock rear end for that year, make and model. Cannot be welded or locked. NO posi-traction. Stock suspension - NO modifications of any kind. NO ELECTRIC FUEL PUMPS! PUMP GAS ONLY! NO fuel mixtures or racing fuels. Remove any trailer hitches. Door panels may be removed to remove door glass only but must be replaced. Battery must be safely secured in stock location. Hood hinges must remain in stock location. All hoods **MUST have hood pins; latches removed. Trunks **MUST** also have hood pins; latches removed. Transmission must be stock. All body sheet metal must be kept in place at all times. NO sheet metal screws. RIVETS ONLY.**

ANY DRIVER DISQUALIFIED BECAUSE THE CAR WAS FOUND ILLEGAL, WILL NOT RACE. IF YOU ARE FOUND ILLEGAL TWO (2) TIMES, YOU WILL MOVE UP TO A FASCAR LICENSED DIVISION. IF INSPECTION IS REQUIRED ON YOUR CAR TOO FREQUENTLY, SEE YA!

ROLL CAGE: Four (4) point optional for driver safety. If you go into the pits during a race, you will not be allowed back on the track for the remainder of the race.

CAR NUMBERS: 1, 2 or 3 digits only. NO letters or duplicate numbers. If a driver purchases a current FASCAR license, he/she will keep his/her number for the entire racing season. If a driver does not purchase a FASCAR license, the number is “first come, first served” and he/she may be required to change his/her number from week to week.

DRIVER’S ARE NOT REQUIRED TO HAVE A FASCAR LICENSE; BUT TO BE ENTITLED TO ANY OF THE FASCAR BENEFITS; THEY WILL HAVE TO PURCHASE A FASCAR LICENSE.

LINE UP: The same as all divisions. See General & Safety Rules.

ONE SET OF HOT LAPS AT THE END OF THE WEEKLY PRACTICE SESSIONS. HEATS AND FEATURES.

All other General rules of the track apply. The track reserves the right to make changes for the safety of the class. KEEP IT STOCK, INEXPENSIVE, EASY AND FUN!

The Race Track Management Reserves The Right To Add or Delete Rules At Their Discretion. Their Decision Is Final In All Cases.

FLORIDA SUPER LATE MODEL RULES

A: CARS

1. Any American made car. Wheelbase will be a minimum of 101 inches. Wheelbase does not have to be stock for model.

B: SAFETY

1. Approved roll cage is mandatory (round steel minimum 1.66"x .090").

2. Helmets-95 SNELL or newer. DOT approved helmet and safety approved goggles or face shield.

3. Radio communication to the drivers is mandatory with a minimum of one spotter per team who will be located in an area designated by FASCAR prior to the race. Spotter must attend mandatory drivers meeting and pick up pass from FASCAR trailer to gain access to spotters stand. Spotter must have a visible means of identifying himself with the car that he is spotting on the track so that FASCAR official can identify him or her quickly. Team spotter must have the capability to monitor FASCAR race control with a scanner at the same time that spotter listens to the driver.

4. Must have seat belts, shoulder harness, and window net no more than 3 years old.

5. All safety equipment must be used anytime the race car is on the racing surface, including complete fire suit, helmet, gloves and shoes.

6. Tech approved window net must cover a minimum of 75% of window opening and equipped with a quick release safety latch. String window nets will not be permitted.

7. Aluminum drivers' seat is required.

8. Radiator must have a catch can mounted in front of engine firewall. It is optional for radiator to overflow onto windshield overflow but must not dump directly onto racetrack. 6x6 Lexan opening or removeable door on top of radiator air duct. ABSOLUTELY NO ANTIFREEZE ALLOWED

9. Vent hoses for rear end and dry sump tank must have catch cans.

10. Drive shaft loop will be 5" diameter steel loop, 1" wide and 1/4" thick and must be painted white.

11. Throttle toe strap or double return springs mandatory.

12. Approved fire retardant driving suit and gloves mandatory.

13. Must have padded headrest with a minimum of 16 sq. inches. Padding designed for roll bar use must be installed on any roll cage member which can be reached by any extremity of the driver while driver is normally seated with restraints fastened.

14. Steering wheel center must be padded.

15. Ignition switch must be within easy reach of driver. Ignition switch must be clearly marked "IGNITION SWITCH" and show an on and off position. Aircraft type switch is an acceptable substitute for push/pull. Car must be capable of being started with a 12-volt battery.

16. Main power disconnect mandatory and mounted directly behind driver seat. Disconnect must be clearly marked, easily visible and accessible to safety crew.

17. Fuel cell mandatory, Max. 22gal. Fuel cell vent must exit the car through the rear panel in the upper left corner. Fuel cell ground clearance is a minimum of 9". Fuel Cell must have a minimum of two protective straps completely around the cell and a safety bar at the rear of the fuel cell.

18. NO electric fuel pumps.

19. Fire extinguishing system with working gauge mandatory.

20. Ballast weights must be painted white with the car number on each block of weight. Weight must be securely mounted.

21. All competing teams must possess a minimum 10-pound aluminum working fire extinguisher while in the pit stall during the race. Fire extinguisher must be visible in pit stall with car number on it.

C: GENERAL ENGINE

1. Maximum engine size, 362 C.I.

2. Cast iron blocks only. NO aluminum blocks.

3. NO V-6 engines.

4. Ignition optional.

5. Intakes: NO tunnel rams or two pieces.

6. MSD ignition must be located on right side of car on dash below windshield with all wiring visible when looking into the car from the windshield. MSD ignition box must be bolted or screwed in, not riveted. Tech reserves the right to exchange ignition box at their discretion.

STOCK/FLAT TOP

1. Heads:

A. Stock/Flat top---\ **cast iron only.

OEM heads up to 187cc runner.

Aftermarket heads up to 180cc runner OEM geometry. 2700 lbs

B. Stock/Flat top--\ **Cast iron only.

Up to 207 cc runner. OEM geometry. No others allowed. 2750 lbs.

C. Stock/Flat Top.... Holley 750 cfm 4 barrel part #4779 or HP#80528/9 or Holley 390 cfm 4 barrel part #6895, HP80507.

D. Stock/Flat Top engine specifications:

1. Pistons...Any flat top, may cut valve relief

2. Block:

A. Deck height...Pistons may not extend out of cylinder.

B. Block may be bored.

C. Cranks...Cast or steel production type only, balancing permitted.

D. Cam...Optional

E. Rods...any steel rod, NO aluminum, NO titanium.

F. Intakes-as cast. No alterations, no epoxy, etc. (If you get an intake from the manufacturer that has been ground on or altered, SEND IT BACK- IT IS NOT ACCEPTABLE). **Part numbers must not be altered or removed from any part. Any part with altered or missing part numbers will be considered illegal.

3. Heads...

A. Cast iron OEM production heads only.

B. Maximum valve size (No titanium valves) GM, Ford or Mopar intake 2.055" max., exhaust 1.625".

C. To be eligible the cylinder heads must meet the following requirements:

May not have work in runners, bowls or chamber. Heads may have three angle valves job with no angle more than 80 degrees. Head surface may be faced with straight cut or angle cut; may be cut for special seals.

** Note #1: OEM geometry heads only +/-2 degrees

Ex: GM -23 degrees +/-2, Mopar -15 degrees +/-2 Ford 9 degrees +/-2

3. 9:1 COMPRESSION

A. Any aluminum, any cast. 18 or 23 degree, 2700 lbs. Standard 390 cfm Holley

B. 9:1 Compression----> Any aluminum, any cast, 18 or 23 degree, 2750 lbs. FASCAR or SAS 390 cfm Holley.

C. 9:1 engine...Holley 390 cfm 4 barrel part #6895, HP80507. FASCAR or SAS carburetor must add 50 lbs.

D. CARBURETOR:

Stock, unaltered, out of the box unmodified Holley 750 cfm 4 barrel part #4779 or HP#80528/9, or Holley 390 cfm 4 barrel part #6895, HP80507.

Absolutely no modifications to alter air flow except as follows:

1. Intake manifold/carburetor spacer...Optional...
2. Choke plate may be removed.
3. Jets and power valve may be changed.
4. Air horn may be cut off (with square cut only).

ALL CARBURETORS WILL BE SUBJECT TO INSPECTION AND MUST PASS GAUGES.

E: FUEL

1. APPROVED FUEL ONLY.

NO additives of any kind. Mandatory ten (10) gallon purchase per track. Must show proof of purchase at weigh in. NO cool cans or dry ice allowed. Fuel samples may be taken at any time and be tested.

F: EXHAUST

1. Exhaust headers must either exit to outside of car and away from driver or they must exit under the car past the driver and turned down toward the track. Exhaust can not protrude beyond body sides.

G: WHEELS/TIRES

1. Wheels...10" steel only. NO aluminum, NO magnesium. No drilled or lightweight wheel studs allowed.

2. Tires.... FASCAR APPROVED TIRES ONLY, tires must have the FASCAR name on them or be stamped FASCAR by the Goodyear tire shop. Tires that have not been purchased from FASCAR will have a FASCAR stamping fee of \$15.00 per tire. This is important as the tire purchases support the point's fund. Tires must not be altered in any way. Tires must be consistent with durometer reading from current FASCAR dealer supply. Cars must start the feature with the same tires that they qualified with.

H: DRIVE TRAIN/SUSPENSION

1. Engine location, NO Tolerance.

A: Front to rear:

1. GM...2" maximum set back from centerline of working upper ball joints to the center of front spark plug.

2. Ford and Mopar...3" maximum set back from centerline of working upper ball joints to center of front spark plug.

3. Crank shaft height 10" measured centerline of crankshaft to ground.

4. Front end must be of A-frame type.

5. No adjustable shocks or suspensions that can be operated from inside the driver's compartment.

6. Rear end...Quick change or floater mandatory. Rear end offset will be no more than 2" hub to hub. (NO CAMBERED OR OPEN TUBE REARS).

7. Transmission...Manual or automatic with minimum 2 forward and 1 reverse working gears.

8. Clutch...conventional type clutch assembly only. NO in/out boxes. Must run scatter shield or racing multi-disc clutch. NO titanium or composite based clutches allowed. Maximum of 3 discs allowed. NO clutch type transmissions.

9. Drive shaft...Must be painted white.

10. Maximum tread width as outlined in the ABC body rulebook is 65 inches as measured by referee from center of spindle. Refer to ABC Body rulebook for additional information.

11. NO traction control device.

12. 50 lbs. weight break for stock clip must include five (5) inch springs and stock steering box.

J: WEIGHT-NO TOLERANCE

1. Total weight will be measured after racing event.

A. 9:1 compression:

2700 lbs. w/18 or 23 degree head 9:1 compression.....

2750 lbs. w/18 or 23 degree head w/FASCAR/SAS carburetor.

B. Flat top/stock.....2700 lbs. 187 runners' max.

Flat top/stock.....2750 lbs. 207 cc runners max.

C: Weights will be as the car leaves the track with no lost weights, parts or fluids added. Fuel cell will be allowed to be filled with racing fuel (maximum 22 gallons). Nothing else added.

K. Time Trials:

1. All cars will qualify race ready, including taped front end.
 2. All cars must meet their assigned minimum weight for that event before and after time trial without adding any lost parts, weights or fluids.
 3. Maximum of 58.0% of the total weight of the car will be on the left side, checked at any time before, during, or after time trials and/or racing event with driver sitting in normal driving position with helmet and driving uniform.
 4. Car must be presented to qualify 15 minutes prior to stated start of time trials. Generators, push vehicles etc are not allowed on pit road during qualifying. Cars that are late will be penalized by losing one lap during their qualifying attempt.
4. Ballast weight
- A: All ballast must be securely bolted through the frame (or brackets welded to the frame) with 1/2" bolts with locking nuts. A minimum of 2 bolts to 50 pounds.
- B: Ballast weight must be in minimum of 5-pound blocks.
- C: Ballast weights must be painted white with the car number on each block of weight.
- D. In the spirit of equalizing competition, adjustments may be made to weight or carburetor as becomes necessary.
- E. Any car not totally complying with these rules may be allowed to run with added weight penalty at the Technical Director's discretion.
- F. Unsecured ballast is grounds for disqualification.

L. BODIES

1. As per ABC Body Rule Book! 1999 to 2002 Non ABC bodies will have to fit the "referee" to be eligible to run. No mixing and matching of ABC bodies, Five Star bodies must be complete Five Star and ARP must be complete ARP. Any body that has a partial ABC body is still considered non-ABC. No 2003 or 2004 noses on 1992 – 2002 bodies. Non-ABC bodies will have a minimum 50lb weight penalty as outlined in the ABC Rulebook. Additional weight will be added to penalty based on body configuration and non-conformity at tech discretion. ABC Body Rulebook is available online at fivestarbodies.com
2. Rear windshield...Minimum 1/16" lexan or similar material. NO GLASS OR PLEXIGLASS, Rear Window must have vertical bracing so that window does not "collapse" or bend in under race conditions. This also include bracing the rear of the roof inside if need be.

P. Appearance

1. Paint...must be neat and professional appearing.
2. Lettering
 - A. Must be neat and professional appearing.
 - B. Must be in a contrasting color to paint scheme of car. NO reflective material on numbers.
 - C. No obscene language or gestures.
 - D. Numbers on roof and both doors must be a minimum 18" high, 3" thick. Roof number must face grandstand, Number required on upper right corner of windshield minimum 6" high
 - E. Numbers on right head light cover and right taillight cover mandatory, 3" high.
 - F. Numbers may have to be changed on a race by race basis due to duplicate numbers. Refusal to change your number, if asked to do so, may result in your disqualification for the event.
3. Decals
 - A: No obscene decals.
 - B: Must run sponsor's decals to be eligible for points or bonus monies provided by sponsors.

PROTEST FORM

DATE: _____

TRACK: _____

\$ _____ **OFFICIAL'S INITIALS:** _____

CAR # BEING PROTESTED

PRINT DRIVER/CAR OWNER OF CAR BEING PROTESTED

SIGNATURE OF DRIVER/CAR OWNER PROTESTING

REASON FOR PROTEST:

FINAL RULING ON PROTEST:

MODIFIED CLAIM FORM

DATE: _____

TRACK: _____

\$ _____ **OFFICIAL'S INITIALS:** _____

CAR # BEING CLAIMED

POSITION CLAIMED CAR FINISHED

PRINT DRIVER/CAR OWNER OF CAR BEING CLAIMED

PRINT DRIVER/CAR OWNER CLAIMING

SIGNATURE OF DRIVER/CAR OWNER CLAIMING

FINAL RULING OF CLAIM:

SIGNATURE OF OFFICIAL ACCEPTING THE CLAIM

Refer to Modified Rules for all rules that apply to claims including but not limited to time limits, and the cost of the claim involved.
THIS IS A SAMPLE FORM. CLAIM FORMS ARE AVAILABLE AT THE PIT OFFICE ON RACE NIGHT.

POINTS WORKSHEET

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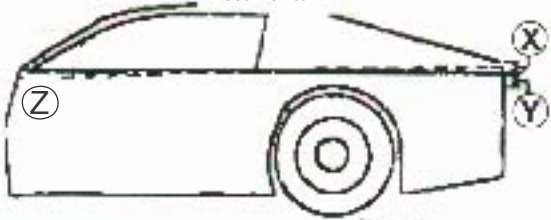
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MODIFIED DIMENSION SHEET

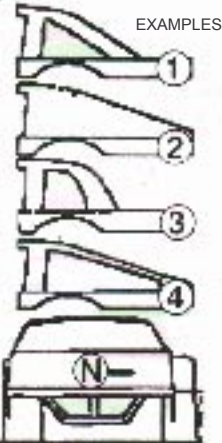
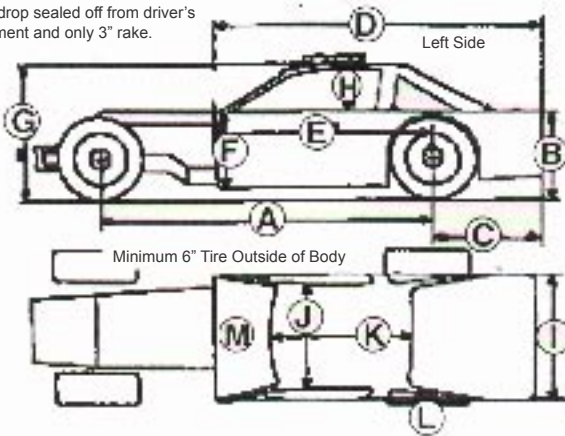
Interior slope is 4" front to rear and flat across. If you stay flat the front half of interior you have used up 50% of your 4" so then from behind of driver to rear you may only use 2". Also the top of the interior must be flush with the tip of door and quarter panels. An optional escape hatch right side may be used, by bringing the metal from top of right door down to the driver's compartment no higher than 12" from floor pan. Front and rear of hatch must be 90 degree angle to interior.

X - Two inch maximum

Y - Four inch maximum interior slope front to rear.
See Z on car



Hood 4" drop sealed off from driver's compartment and only 3" rake.



Nose piece no lower or wider than frame horns and no further back than radiator.

	MAXIMUM	MINIMUM
A		108"
B	38"	28"
C	45"	34"
D	120"	106"
E*	72" or not past back of block	
F	27"	22"
G**	52"	42"
H	18"	14"
I	66"	53"
J	50"	44"
K	56"	41"
L	Left rear tire must be partially outside body and visible from front rear and top.	
M	Driver's compartment must be totally sealed from engine & race track.	
N***	8" Minimum / 90 degree angle	
O	18" minimum, 20" maximum from the ground to center of bumper.	

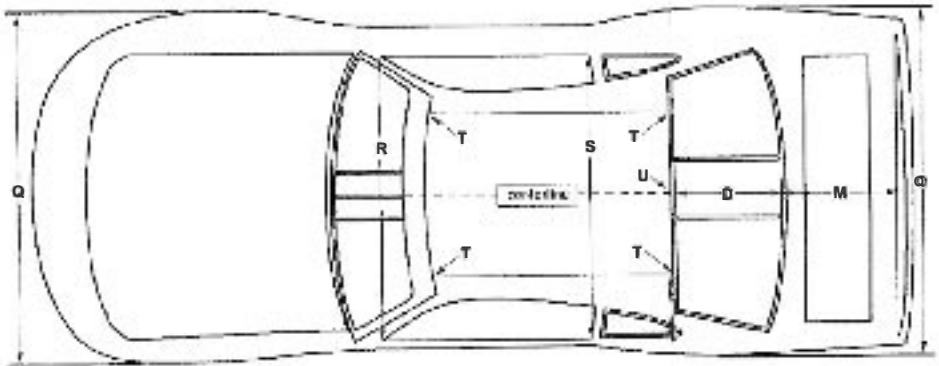
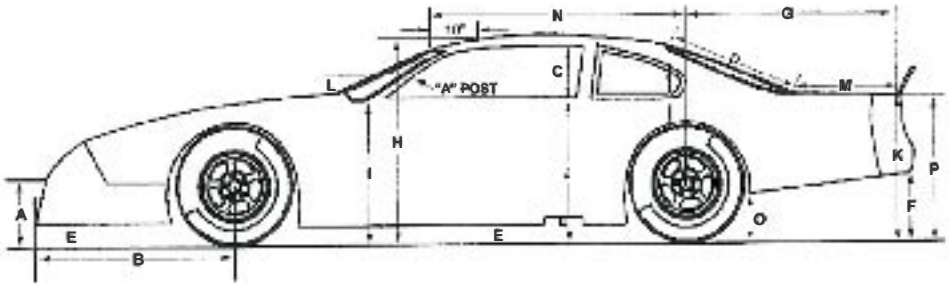
- * Right side, left side may extend forward to cover foot box.
- ** Roof rake 1" in 24" measured by using 24" level with 1" block attached to end.
- *** Rear Panel must be solid and attach to deck and extend to quarter panels and be securely fastened.
- * Full windshield required * LEXAN ONLY
- * Rear windshield optional * LEXAN ONLY

WINDOWS MUST BE OPEN.
NO windows in doors.

Body & Frame minimum 4" above ground.

Maximum Spoiler height - 40"
Maximum width - 5" x 60"

A-B-C Body Dimension Sheet



GUIDELINE DIMENSIONS

A. NOSE HEIGHT: from ground to top of bumper line	15 1/4"
B. FRONT OVERHANG: on centerline	46"
C. SIDE WINDOW OPENING: at 8" post	15"
D. REAR WINDOW LENGTH: on centerline	31 1/2"
E. NOSE/SIDE PANEL CLEARANCE: from ground	4"
F. BUMPER COVER HEIGHT: from ground	15"
G. REAR OVERHANG: from base of spoiler to axle centerline	47"
H. ROOF HEIGHT: 10" back from windshield on centerline	47"
I. FENDER HEIGHT: at rear	32 1/2"
J. DOOR HEIGHT: at rear	33"
K. QUARTER PANEL HEIGHT: at bumper cover/deck lid intersection	34 1/2"
L. WINDSHIELD ANGLE: at center / at roof windshield post	25/30"
M. REAR DECK LENGTH: at center	23 3/4"
N. FRONT OF ROOF TO CENTER OF REAR AXLE	57 1/2"
O. QUARTER PANEL HEIGHT: at back of wheel well opening	13"
P. BUMPER COVER HEIGHT: at base of spoiler on centerline	34 7/8"
Q. BODY WIDTH: at wheel wells	79 1/2"
R. ROOF WIDTH: at "A" post and inside edges of doors	68"
S. ROOF WIDTH: at "E" post and inside edges of doors	67"
T. ROOF HEIGHT, CORNERS: at body lines	44"
U. ROOF HEIGHT, REAR: at centerline	45 1/2"

NOTES



Florida Association of Stock Car Auto Racing

SAYS...

RACE SAFE

&

HAVE FUN!!

***SAFETY IS FIRST
FOR ALL FASCAR
DRIVERS. TAKE THE
TIME TO MAKE SURE
YOU ARE SAFE!***



Florida Association of Stock Car Auto Racing



COLUMBIA MOTORSPORTS PARK

