



The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events and by participating in these events all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. These rules and/or regulations are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

The Competition Director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules are left to the discretion of the officials. Their decision is final.

FAST OFFICIALS AND STAFF

Dear Competitor,

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 personnel who have many years of experience as Drivers, Car Owners and Promoters of race events.

It is the intent of the FAST 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 or misinterpreted in some way.

It is requested that any individual who feels that a given rule should be clarified, bring it to the attention of one of the FAST 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 FAST Officials will be considered final. Ignorance of any rule is no excuse.

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

Sincerely, FAST Officials

Operational and Competitor Rules

1. **Officials:** General Manager, Assistant Manager, Competition Director, Flagman, Race Director, Scorers, Technical and Safety Inspectors, and Pit Steward.
2. **Competitors:** COMPETITORS ARE INDEPENDENT CONTRACTORS AND NOT AGENTS, SERVANTS OR EMPLOYEES.
3. The Track management and Series reserves the right to add or delete rules at their option. Their decision is final in all cases.
4. Entry fee payable to track per race event: \$100 nonmember, \$75 member.
5. In order to compete in a FAST Series event for points or additional awards driver must purchase a FAST Series license. FAST membership is \$275.00
6. 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.
7. **ALL COMPETITORS MUST PICK UP THEIR PAY AT THE END OF EACH RACE NIGHT. PAY WILL NOT BE MAILED. IT IS YOUR RESPONSIBILITY TO STAY AND GET YOUR PAY. PAYOUT WILL BE MADE DIRECT TO COMPETITOR BY RACETRACK. BY SIGNING THE PAY SHEET, YOU AGREE TO THE RACE FINISH.**
8. **Rookie Program:** To be eligible to compete in the FAST Series Rookie Program, driver cannot have won a late model track or series championship. Driver cannot be older than 22 years of age at seasons start. Driver must not have participated in more than 10 total series races or 5 in one year. Roof numbers for series rookie drivers must be in a Day-Glo fluorescent yellow.
9. **Protests:**
 - A. Protests must be made in writing specifying the rule(s) considered to have been violated.
 - B. **Time Limit:** All protests must be filed before the feature event begins. All protests must be registered with the FAST Competition or Technical Directors. Competitor being protested will be notified prior to start of feature event. Once protest is filed protest cannot be withdrawn and funds will be forfeited. The claim/protest will not be accepted should Series Officials determine that the fee is from more than one party or on someone else's behalf.
 - C. **Fees:** Protest fee will be \$1500.00 for engine and driveline, \$750 if a Chassis Dyno test.
 - D. **Confiscation:** FAST reserves the right to retain, confiscate or otherwise, any illegal part or parts on any racing vehicle.
 - E. Tear down must be specifically spelled out. Teardown cannot be bumper to bumper.
 - F. If the car is found to conform to the rules and the protest is disallowed, \$1000 of the \$1500 protest will go to the protested car and \$500 to the Series. If Chassis Dyno protest is disallowed \$500 will go to the protested car and \$250 to the Series.

G. If the car is found to be in violation of the rules and the protest is allowed, the protested car fee will be returned to the protestor minus series fees listed above. 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 (Two (2) people max), the party protesting the legality and Track Officials will be allowed to be present at protest ruling. Party means: The person who protests must be a car owner or driver participating in the race. More than one driver may protest any one car if they pay the protest fee for a specific rule violation. Excessive protesting will NOT be tolerated and will result in disqualification, loss of points and fines. The FAST Officials will determine this. THEIR DECISIONS ARE FINAL.

10. Protest Refusal, Disqualifications and/or Rule Infractions:

- A. Any Car Owner/Driver refusing an engine protest of any kind will lose all money, points and trophies earned for that race date.
- B. If the 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 FAST 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 for the rest of the season.
- D. The Driver cannot borrow another car to compete.
- E. ALL FINES WILL BE PAID IN CASH
- F. FAST Series approval is required before competitor and/or car is allowed to compete again.
- G. FAST Series reserves the right to randomly by pill draw require chassis dyno test performed.

11. APPEAL PROCESS

- A. A car owner or driver may file an appeal against any penalty or fine imposed by the Series Director, provided that the individual submits an intent to appeal letter to the Series Director with five (5) days of the penalty notice.
- B.. Appeals must be in writing and accompanied by a non-refundable appeal fee of \$500.00.
- C. The Board of Appeals shall be responsible for the timely and orderly disposal of such appeals. The Board shall be comprised of Members or Officials at the discretion of the Series Director. The time and date of such hearing will be as soon as possible at the Series Directors sole discretion.
- D. Three members shall constitute a quorum.
- E. The hearing will be conducted in the manner best suited to the relevant facts.

12. Conduct Violations

A. Every Car Owner/Driver at an event is expected to conduct themselves in a sportsmanlike manner. Every Car Owner/Driver is directly responsible for their crewmembers. Any infractions of this rule will be charged to Car Owner/Driver. Failure to obey FAST 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. If you do not return a trophy, you will be charged for the trophy and suspended from the next race

B. SUSPENSIONS OR PENALTIES INCLUDE BOTH THE DRIVER AND THE CAR. IF YOU ARE SUSPENDED FROM ONE (1) FAST SANCTIONED EVENT FOR ANY INFRACTION, THE SAME SUSPENSION OR PENALTY WILL APPLY TO ANY OTHER FAST SANCTIONED EVENT HELD AT ANY OTHER RACE TRACK.

C. 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 suspension, possible disqualification with loss of all points, money and trophies for that race date and/or all points accumulated for the entire points season. This applies to the Driver and Car owner as well as the individual involved.

D. Anyone, be it Car Owner, Driver, Crew Member and/or Family Member who is determined to be guilty of unsportsmanlike conduct on or off the track by a FAST Official, could result in a suspension, possible disqualification with loss of all points, money and trophy for that race date, and/or all points accumulated for the entire points season.

E. Anyone, be it Car Owner, Driver, Crew Member and/or Family Member who performs an act or participates in actions deemed by FAST Officials as detrimental to the sport, including but not limited to verbal abuse of any FAST Official could result in a suspension, possible disqualification with loss of all points, money and trophies for that race date or all points accumulated for the entire points season. This applies to the Driver and Car Owner as well as the individual involved.

F. Any Competitor(s) who assaults or threatens bodily harm to any FAST Official or persons serving under his direction could result in loss of all points, money, trophy for that race date and/or all points accumulated during the entire point season.

G. Any Competitor(s), Owner(s) or Crew Member(s) who participate in fights in the pits, on the track, or on the track premises will result in a 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.

H. If you elect to go to the rear of the field you must tell a series official. If you fail to notify a series official, you will lose five (5) points.

I. In the event of a driver change you must notify a series official. Failure to notify series official will result in an automatic disqualification.

J. All decisions regarding infractions will be decided on the first Tuesday after the event that the infraction occurred by a Board consisting of two representatives from the track that the infraction occurred at and the board and officials of FAST. All competitors involved will be advised of the Board's decision by registered letter following the Board's decision.

K. ALL FINES WILL BE PAID IN CASH PRIOR TO BEING ALLOWED TO COMPETE IN THE NEXT FAST EVENT.

SAFETY EQUIPMENT

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

1. Must have 2005 SNELL approved helmet and visible sticker for inspection. Complete fire suit, gloves and shoes. Helmet can be no older the 5 years. If it is not dated or if it is older, it will be at the discretion of the Series Officials. Fire suit must not be torn nor have any holes.
2. Tech approved WEB style window net with outside access release. NO MESH NET.
3. Aluminum driver's seat is required. Safety harness must be approved and no older than 3 years. If older, it will be at the discretion of the Series Officials.
4. Fire extinguisher MANDATORY. On Board Fire System is highly recommended in all Late Models.
5. Main power disconnect mandatory mounted directly behind driver seat. Disconnect must be clearly marked, easily visible and accessible to safety crew. Aircraft type switch is an acceptable substitute for push/pull. Battery and all electrical connections must be a minimum of 18 inches from the fuel cell.
6. ROLL CAGE: Approved roll cage is mandatory. Round steel minimum 1.66 inches X .090 inches.

7. FUEL:

A. NO ELECTRIC FUEL PUMPS.

B. RACING FUEL CELL MANDATORY: Scatter shield is optional and highly recommended. 22 gallon MAXIMUM with foam vented with maximum 1" vent to outside left rear of body must have check valve. **FUEL CELL MUST BE BOLTED – NO RIVETS- NO SHEET METAL SCREWS.** Location of fuel cell MUST be approved by Tech Inspector. If fuel lines pass through driver's compartment, they must be housed in rigid tubing. Fuel must come from fuel cell directly to the carburetor without passing through any cooling/altering devices.

C. Fuel Cell must have 8 inch MINIMUM GROUND CLEARANCE and rear protection bar – minimum 1 3/4 inch .095 bar. 2 straps minimum 1 inch wide surrounding the ENTIRE fuel cell. Measurement will be from center of fuel cell.

D. FUEL: No cool cans or dry ice allowed. Fuel samples may be taken at any time and be tested. 3. No icing, Freon type chemicals or refrigerants may be used in or near the fuel system or engine compartment. No cooling of fuel cell or fuel system. Only leaded or unleaded racing gasoline with NO ADDITIVES. Fuel may be tested at ANY TIME for additives.

8. BRAKES

A. ALL FOUR (4) WHEELS must have brakes in good working condition.

B. Brake fluid circulators permitted. Liquid or gas cooling not permitted.

C. Fans or blowers in the brake cooling system not permitted.

D. Only steel rotors are permitted, NO CARBON FIBER.

9. RADIOS

A. Communication to the driver is mandatory with a minimum of one spotter per team who will be located in an area designated by FAST during the drivers meeting prior to the race. Spotter must attend mandatory drivers meeting and pick up pass from FAST trailer to gain access to spotters stand. Spotter must have a visible means of identifying him/her quickly. Team spotter must have the capability to monitor FAST race control with a scanner at the same time that spotter listens to the driver.

B. All teams must provide radio frequency used during race to Series Competition Director upon arrival for car technical inspection.

10. MISCELLANEOUS:

A. Throttle toe strap and double return spring mandatory.

B. Must have padded headrest with minimum of 16 square inches. Padding designed for roll bar use must be installed on any roll cage members that can be reached by any extremity of the driver while driver is normally seated with restraint fastened.

C. Center of steering wheel must be padded.

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

E. Engine compartment air pressure relief hoses not allowed through dash. Removing hoses and taping hole in dash is not acceptable. Holes must be riveted with metal cover.

10. 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 RULEBOOK IS NOT ELIGIBLE.

General Rules

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

A. All bodies must fit/pass the referee to be eligible to compete. Stated weights to compete are same for ABC and non ABC Bodies unless otherwise noted.

B. No down force bodies, Dirt bodies, or outlaw bodies. No mixing or matching of ABC bodies. Five Star Bodies must be complete Five Star and ARP must be complete ARP.

C. For references and measurements refer to ABC rule book, visit abcodies.com.

D. Wings of the nose, just in front of the front tires, must be no wider than 81 inches from left side to right side. **No tolerance**

E. Firewall/floorboard: must be 20 gauge steel. No holes allowed in firewall or floorboard.

F. Rub rails are discouraged however if competitors wants to, Series suggests using polycarbonate rails available from Five Star and ARP body companies. Metal tube rub rails are allowed with recessed bolt head.

G. Rear windshield...Maximum 1/16" lexan or similar material. NO GLASS OR PLEXIGLAS. Rear window must have vertical bracing so that window does not collapse or bend in under racing conditions. This also includes bracing the rear of the roof inside if need be.

H. No louvers in any division.

I. No sheet metal or heat shields permitted behind or beyond the radiator

2. SUSPENSION:

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

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

C. Racing shocks permitted. One shock per wheel. Adjustable shocks allowed.

3. Radiator and cooling.

Water only must be used in cooling system. No antifreeze allowed. All cars must have catch can or hose extending out at base of windshield.

4. Air Cleaner

A maximum 16 inch (O.D.) air element and housing must be used

5. Electrical and Ignition

A. NO traction control devices.

B. MSD ignition must be located on right side of car on dash below windshield with all wiring visible when looking into car from the windshield. MSD ignition box must be bolted or screwed in – not riveted. All wiring must be sealed, no unplugged wiring.

Tech reserves the right to exchange ignition box at their discretion.

C. Car may have an installed dash panel with optional gauges. No digital gauges permitted. No in-car timing devices permitted during competition

6. Engine General Rules

A. NO V-6 engines.

B. Cast iron blocks only. NO aluminum blocks.

C. Intakes: NO tunnel ram, two piece or fabricated.

7. Transmission, Differential, Clutch and Driveshaft

- A. Quick change or floater mandatory. Cambered rear end permitted up to 1.5 degrees.
No tolerance
- B. Vent hoses for rear end and dry sump tank must have catch cans.
- C. No fifth (5th) coil, lift bar, or bird cage type suspensions will be permitted.
- D. Driveshaft must be equipped with a minimum of two (2) safety straps and must be painted white. aluminum or steel drive shafts only. Composite drive shafts legal for 2010
- E. No carbon fiber or nonstandard material clutches. In 2010, the minimum clutch diameter will be 5.5".
- F. Full standard type transmission only will be permitted. No quick change transmissions will be permitted. Automatic transmissions will not be permitted. Crate engine teams may use their transmission rules with no weight penalty. Bert, Brinn, Rankin etc direct drive type transmissions have a 50lb weight penalty.
- G. A minimum of one reverse and two forward gears will be required.
- H. Multi-disc clutches will be permitted. Any transmission that does not meet these guidelines may be assessed a minimum of 25 lbs penalty.

8. Wheel base and Tread Width.

- A. Minimum wheelbase will be no less than 101" and be within 1" per side.
- B. Tread width will be maximum of 66" for Super Late Model, Crate Late Model and Limited Late Model with tube frame, Limited Late Model with Stock Clip max width is 67" . All measurements will be from center of wheel using the referee. **NO TOLERANCE**

9. SPEC MOTOR COMPETITION WEIGHTS

- A. **Statement - It is in the best interest of the FAST Late Model Series to allow various engine combinations to compete in the series events. Providing, your engine combination is approved for competition by FAST if otherwise not stated in the rules and regulations.**
- B. Added weight must be in block form of no less than five-pound blocks (no pellets). Added weight must be securely bolted in place. Dislodged weight cannot be returned to car for weighing after race. All added weight must be painted white with car number in red or black. Any lost weight will result in a \$10 per pound fine to the Driver or Car Owner.
- C. The following sealed spec motors may compete in FAST at the following weights.
 1. Florida Super Late Model spec motor with 4412 -2bbl. Or 4bbl restrictor plate 2800 lbs. 58% left side weight. 4 bbl must use a 4bbl restrictor plate/governor with a 1.050 restrictor.
 2. Florida Limited Late Model spec motor with 4776- 4bbl @ 2700 lbs. total with stock steering box or stock clip, **2725 lbs with tube front clip. Weight change amended July 13, 2010**
 3. Florida Limited Late Model 2bbl engine with Holley 4412 – 2bbl @ **2675 lbs minimum with stock clip. Weight change amended July 13, 2010**
 4. **ANY Florida Spec. engine in any car is FOR SALE after any event for the cost of a replacement engine plus \$1000 to the engine owner.**
 5. McGunegill Super Late Model sealed spec motor with 4412 - 2bbl or 4bbl restrictor plate/governor with a 1.050 restrictor @ 2800 lbs. 58% left side weight with SEAL approved unaltered ignition system supplied by manufacturer.
 6. Hamner Super Late Model sealed spec motor with 4412 - 2bbl or 4bbl restrictor plate/governor with a 1.050 restrictor @ 2800 lbs. 58% left side weight with SEAL approved unaltered ignition system supplied by manufacturer.

Both the McGunegill, Hamner and Florida Spec Engine must use the gauge legal, 750 carb as described in the steel head section.

10. Non SPEC Motor Combination Weights, AMENDED April 21, 2010 #2010-1

A.. Southern Steel Head Stock/flat top motor using a Holley 750 cfm 4 barrel Part #4779, HP #80528/9, Holley 390 cfm 4 barrel Part #6895 or HP #80507 4bbl must use a 4bbl restrictor plate/governor with a 1.200 restrictor with cylinder heads that are 188cc or *LESS*. Cylinder heads that are 188cc to 207cc will have a 1.150 restrictor. A Holley 2bbl 4412 carburetor is also allowed. WEIGHT 2800 lbs with 58% left side weight.

B. 9-1 Compression Engine with 390 cfm 4bbl part #6895 or HP80507 must use a restrictor plate/governor with a 1.050 restrictor or Holley 2 bbl 4412 carburetor. **Weight 2800 lbs with 58% left side weight. 9-1 Weight change amended July 13, 2010**

11. Crate Engines

A. The crate engines as used in ASA Late Models may also be used. If necessary, series officials may add or subtract weight to ensure fair competition. The following crate engines may be used (with no other weight breaks or deductions allowed):

B. GM 410 horsepower crate engine - part number 88958604,

C. Ford crate engine - part number M-6007-D347 or McGunegill Ford part number ASA 425 LM.

D. Dodge crate engine - part number P5007958. These engines must use a "Box Stock" 650 CFM Holley 4150 HP P/N 80541-1.

E. Stanton Dodge – part number ASALMS75360

ASA Style Crate Late Model, **Weight 2675 with 58% left side weight. Amended July 13, 2010**

12. Chassis Dyno Horsepower Ratings

A. Super Late Model at Rear Wheels: 460 Maximum Horsepower

B. Limited Late Model at Rear Wheels: 445 Maximum Horsepower

C. Crate Late Model at Rear Wheels: 395 Maximum Horsepower

12. Engine Setback, Crankshaft Centerline and Clearance.

A. Engines with rear mounted distributors will be located so the forward most spark plug is no more than two inches (2") from the center line of the upper ball joints. Engines with front mounted distributors: up to four inches (4") setback from centerline of upper ball joints. Crate Engines may use four inch (4") setback

B. Engines may not be offset more than one inch (1") from centerline of car.

C. Front center of crankshaft must have at least ten inches (10") of ground clearance

13. Miscellaneous

A. Total weight will be measured after racing event.

B. Weights will be as the car leaves the track with no lost weights, parts, or fluids added.

C. Maximum 58% of the total weight of the car will be on the left side, checked at any time before, during and after time trials and/or racing event, with driver sitting in normal driving position with helmet and driving uniform.

D. 1 lb. Per lap burn off weight tolerance.

If necessary, Series Officials may add or subtract weight to ensure fair competition. Any tampering of seals or established construction of the above listed engines is grounds for immediate disqualification.

14. Tires

1. FAST approved tires only. Tracks normal supply of tires will be used for all events. Cars must start the feature with the same tires they qualified with. Eight (8) tire maximum, per event (includes practice and race) 1 set (4 tires) may be picked up prior and 1 set purchased on race weekend. Teams can call ahead of time and have their tires picked out and set aside.

TIRE MINIMUM DUROMETER READING 46.

15. WHEELS

A. 10" Racing steel wheels only.

B. Air bleeders permitted.

C. NO electric blowers will be allowed to blow onto wheel, tire or brakes.

Super Late Model Engine Rules

1. Approved Super Late Model Engine Builders:

A. FLORIDA SUPER LATE MODEL SPEC. ENGINES ARE ALLOWED. SPEC. ENGINES ARE AVAILABLE FROM THE FOLLOWING APPROVED ENGINE BUILDERS:

Crume Racing Engines (CRE)
1015 West Church St.
Orlando FL 32805
(407) 923-4766
Dave Crume
cre@blp.com

KOURY Inc.
Byron Koury
2235 Oak Hill Dr.
Deland FL. 32720
Koury Byron Sr. (386)-547-4311
Koury Byron Jr. (321)-508-0744
Wkoury2@ctl.rr.com

Progressive Racing Engines
Steve and Brian
15241 N. W. 33rd Place
Miami FL 33054
(305) 687-5931, FAX: (305) 687-8611
progressiveracing@aol.com

Stock/Flat Top/Steel Head Engine Specifications

Maximum engine size 362 c.i.

1. Heads:

A. No Ford D3 High-Port heads

B. Cast iron Bowtie, Sportsman II or Iron Eagle 200 heads only. Must have stock valve angle.

C. Maximum valve size, GM intake 2.055/exhaust 1.625, Ford intake 2.085/exhaust 1.656, Mopar intake 2.020 exhaust 1.625".

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

1. 5. No work in runners, bowls or chambers. 80 degree maximum cut.

2. Heads may have three angle valve work with no angle more than 80 degrees.

3. 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. Example: GM – 23 degrees +/-2 degrees; Mopar – 15 degrees +/-2 degrees; Ford 9 degrees +/-2 degrees.

4. Multi-angle valve job allowed, no blending between cutter and casting.

5. No port matching.

6. No titanium valves and retainers allowed.

7. Maximum intake runner volume – 208 cc.

2. Pistons

A. Any flat top, may cut valve relief.

3. Block:

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

B. Block may be bored.

C. Cast or steel production crankshaft. Balancing allowed. Stroke must be within .020 of stock stroke for engine used.

D. Cam...optional.

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

4. Intake Manifold

A. Intake manifold must be as cast with 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.)

5. Carburetor

A. Holley 750 cfm 4 barrel Part #4779 or HP #80528/9 or Holley 390 cfm 4 barrel Part #6895 or HP #80507. Carburetor must be stock, unaltered, out of the box unmodified

B. Absolutely NO modification to alter air flow except as follows:

1. Choke plate may be removed.

2. Jets and power valve may be changed.

3. Air horn may be cut off (with square cut only).

4. 2" MAXIMUM SPACER ALLOWED.

Part numbers must not be altered or removed from any part. Any part with altered or missing part numbers will be considered illegal.

C. Stock Holley 2bbl #4412, 500 cfm only.

1. Changing of jets, power valve, drilling of holes in butterflies and removal of choke plate permitted.

2. Spacer/adaptor – maximum 1.60 between intake and carburetor.

3. Top hats allowed.

ALL CARBURETORS WILL BE SUBJECT TO INSPECTION AND MUST FIT TRACK GAUGES.

9:1 Compression Engines

1. Maximum engine size 362 c.i. Cast Iron Block

2. No SB2 engines, no Toyota engines, no R5P7 Dodge engines.
No Nationwide Series Engines.

3. Cannot exceed 9.5:1 compression. Method of determining compression will be at the discretion of Series Officials.

4. Cylinder Heads:

A. Any aluminum or cast iron head 18 or 23 degrees.

B. Minimum valve angle: GM-18 degrees; Ford 9 degrees with 4 degrees valve center; and Mopar 12 degrees. (+/- 2 degrees)

5. **Crankshaft:** Steel standard production crankshaft; balancing, lightening, stroking allowed

6. **Camshaft:** Any camshaft, any steel lifter, any rockers arms. Gear drives allowed.

7. **Intake Manifold:** Steel or aluminum intake. No fabricated intakes. No material may be added to production intake manifold to increase carburetor height. No welded on spacers or air deflection devices allowed in the intake. No part of carburetor spacer shall enter the intake.

8. Carburetor:

A. FASCAR Holley 390 cfm 4 barrel Part #6895; HP80507.

B Absolutely NO modification to alter air flow except as follows:

C. Intake manifold/carburetor spacer...optional.

D. Choke plate may be removed.

E. Jets and power valve may be changed.

F. Air horn may be cut off (with square cut only).

G. 2" MAXIMUM SPACER ALLOWED.

****Part numbers must not be altered or removed from any part. Any part with altered or missing part numbers will be considered illegal.****

F. Stock Holley 2bbl #4412 2bbl, 500 cfm only.

1. Changing of jets, power valve, drilling of holes in butterflies and removal of choke plate permitted.

2. Spacer/adaptor – maximum 1.60 between intake and carburetor.

3. Top hats allowed.

ALL CARBURETORS WILL BE SUBJECT TO INSPECTION AND MUST FIT TRACK GAUGES.

Limited Late Model Engine Rules

FLORIDA LIMITED LATE MODEL SPEC. ENGINES ARE ALLOWED. SPEC. ENGINES ARE AVAILABLE FROM THE FOLLOWING APPROVED ENGINE BUILDERS:

Crume Racing Engines (CRE)
1017 West Church Street
Orlando FL. 32805
(407) 923-4766
Dave Crume
cre@blp.com

KOURY Inc.
Byron Koury
2235 Oak hill Dr.
Deland FL.32720
Koury Byron Sr. (386)-547-4311
Koury Byron Jr. (321)-508-0744
Wkoury2@ctl.rr.com

Progressive Racing Engines
Steve and Brian
15241 N. W. 33rd Place
Miami FL 33054
(305) 687-5931, FAX: (305) 687-8611
progressiveracing@aol.com

Limited Late Model 2bbl Engine Specifications

1. Crankshaft stock stroke ONLY +/- .020. NO knife edge crankshafts.
2. Heads and valves must be stock spec. for engine used.
3. Flat tappet camshaft only.
4. NO oversized lifters.
5. Flat top pistons ONLY and MAY NOT exceed block.
6. .060 overbore plus .010 clearance.
7. Steel rods ONLY.
8. NO dry sumps.

9. Cylinder Heads

- A. World Product heads #1052 permitted.
- B. Cast iron, stock OEM production heads ONLY or Part #14011058 and #14011034 with maximum valve size.
- C. Vortex-Bowtie 185CC runner head will be allowed on the built 2 barrel motors.

10. Valves

- 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; 1.626 exhaust.
- E. No titanium valves.

11. Cubic Engine Maximum Displacement

- A. GM 350 ci; Ford 351 ci; Chrysler 360 ci;

12. Intake manifold:

- A. Edelbrock Performer Series Part No's.:
 - 1. GM 2101 or 2116
 - 2. Ford 2665; 2750; 2181
 - 3. Chrysler 717602-22-09
- B. Optional Edelbrock Performer Series Part No's.:
 - 1. GM 7101 or 7116
 - 2. Ford 302 – 7121 Ford Windsor 7181
 - 3. Chrysler 717
- C. Manifold must remain stock. NO Bowtie intakes. NO Victor Jr. intakes.
- D. NO porting, polishing or coatings.

13. Miscellaneous

- 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.

14. Carburetor:

- A. Stock Holley 2bbl #4412 2bbl, 500 cfm only.
- B. Changing of jets, power valve, drilling of holes in butterflies and removal of choke plate permitted.
- C. Spacer/adaptor – maximum 1.60 between intake and carburetor.
- D. Top hats allowed.

Crate Late Model Engine Specifications.

1. Approved Crate Engines

- A. GM part number 88958604
GM 88958604 have the option of using a Champs Oil Pan # CP106LTRB (6 ½' deep) with a pickup #10111SB or 106SB, 1.6 rockers arms, an upgraded valve spring and retainer kit
- B. Ford part number M-6007-D347R2

- All Ford engines must run 1.5 rocker arms
- C. Ford part number M-6010-BOSS302
- All Ford engines must run 1.5 rocker arms
- D. Dodge part number P5007958
- E. McGunegill Ford part number ASA 425 LM
- F. Stanton Dodge part number ASALMS75360

Race Procedures

1. Drivers Meetings: Series Officials will hold a Drivers meeting at each event. At this meeting all new or special information that may vary from the rulebook will be announced, and then be considered official.

- A. A roll call will start each meeting.
- B. The driver, crew chief and spotter from each team are required to attend each drivers meeting.
- C. Failure of the driver, crew chief or spotter to attend the meeting could result in the driver starting in the rear of the field regardless of their qualifying time.

2. Qualifying Procedures.

- A. The order of events, including qualifying order will be posted at the Series trailer.
- B. Qualifying order will determined based on pill draw unless otherwise specified for that event. Failure to be in your position will result in the car and driver being a one-lap qualifier.
- C. Teams will have one chance to qualify. Once the car has taken the green flag their attempt has started. Qualifying will consist of two laps taking the best lap time.
- D. The number of cars that will be inspected will be the choice of Series Officials.

3. Starting Lineup: The starting lineup for the feature race will consist of 24 cars allocated as follows:

- Positions one through 20 will be the top twenty qualifiers
- Position 21 will be reserved for the highest rookie member not in the top 20 qualifying positions
- Position 22 will be reserved for the highest member not in the top 20 qualifying positions
- Position 23 will be reserved as a track provisional
- Position 24 will be reserved a transfer position from the B Main race, if run. If no B Main race is run, position 24 will be determined by FAST officials.

Depending on the number of entries for a particular event, the number of starting positions may be adjusted plus or minus. Any adjustments to the starting lineup outlined above will be announced by FAST officials at the drivers meeting.

4. Positions 1-6 Redraw: Top six qualifiers will redraw for their starting position in the feature event.

5. Race Procedures.

- A. All drivers must be on time and lined up for the main event or heat race they are to compete in.
- B. Once the green flag has been displayed the race has started, no driver may change cars or use a backup car.

- C. Any FAST licensed driver may start any qualified car. If the driver is someone other than the qualified driver they must start in the rear of the field.
- D. Starter will control all starts; all restarts will be single file only. The leader will start the event at the designated start point.
- E. Cautions limited two three scored laps per caution period up to lap 75. The last 25 laps will all be green flag laps.
- F. All cars involved in an accident will be sent to the rear of the field on the restart. The term "involved" is at the discretion of tour officials.
- G. Cars must report to tech area or victory lane as directed by tour officials.
- H. Teams must not go on the racetrack for any reason. All repairs must be performed in pit area.
- I. No car may pass the pace car or race leader unless instructed by tour officials. Any car illegally passing the pace cars or race leader will be assessed a 1 lap penalty.
- J. No car will be allowed to continue in the race event should series officials deem the car is a hazard to other competitors or race fans.
- K. Any driver who attempts to bring out a caution or intentionally causes a caution will be assessed a 1 lap penalty.
- L. Cars must take the checkered flag on the racetrack in order to claim the win .Any rain out or stopped event because of track conditions or curfew at one lap past half way will be considered a complete race.
- M. Any car not obeying the stop and go sign on pit road will be black flagged and return to the pits for a "Stop and go" penalty.
- O. Cars must maintain a reasonable safe speed while in the pit area.
- P. All race procedures are subject to judgment calls by series officials, as they may deem necessary. These judgment calls are considered final and non-appeal able and non-litigable.
- Q. Any car involved in 3 cautions will be sent to the pits for the remainder of the event.
- R. Overly aggressive driving will be monitored and penalty will be at the discretion of the race director.

6. Scoring

- A. The chief scorer will be responsible for the timing and scoring of each event.
- B. Car numbers will be reserved based on membership and series discretion honoring veteran drivers.
- C. Roof numbers for series rookie drivers must be in a Day-Glo fluorescent yellow.
- D. The finishing order will be posted after the event is completed at a designated area. This order is unofficial pending tech inspection and final scoring. It is the responsibility of each team to bring to the attention of the series director, race director or chief scorer that they request a scoring recheck. Teams have 15 minutes to request a scoring recheck after the results have been posted, otherwise the scoring for that particular event will be considered "official" and finishing will stand as posted.

7. Inspection

- A. All vehicles will be inspected during the course of the event at the discretion of the tech director. All Inspections will be performed as designated by the tech director and may vary from event to event.
- B. Cars, parts and or equipment will not be considered as having been approved by having passed through inspection at any time or number of times unobserved or undetected.
- C. Rules are "No Tolerance" unless specified. Failure to comply with FAST Late Model Tour rules may result in disqualification from qualifying position, finishing position or the event entirely.
- D. All series approved weighing, measuring, testing devices and procedures used by technical officials are the standard that determines a vehicle compliance with FAST Late Model Tour rules and regulations. No other equipment or device may be used unless approved by the tech director. The decision of rules infractions during post qualifying or post technical inspections as imposed by tech director shall be final.
- E. Series officials reserve the right to confiscate any illegal and /or unapproved part(s).
- F. Any use of components utilizing mercury shall be deemed to render the vehicle ineligible to compete in the event and such violation shall be reported to the proper authorities.
- G. Series officials reserve the right to impound the racecar at any time.

8. Penalties

Statement: Penalties for violation of FAST tour rules are determined by the gravity of the violation and its effect on the fairness of competition, the orderly conduct of the event and the interest of stock car racing and the series. Such penalties may include, but are not limited to, Disqualification, Suspension of a membership or license privileges, fines and or loss of points. The series director may use the following as guidelines for imposition of penalties in the situations described below, but these guidelines shall not limit the authority of the series Officials.

A. Race and Pit Procedures Penalties

1. Rear of the field
 - a. Involved in the accident or stopping on the track resulting in a caution.
 - b. Speeding through the pit area.
2. Stop & go Penalty
 - a. Jumping the start or restart.
 - b. Run the stop & go sign on pit road.
 - c. Start out of position.
3. Lap(s) or time penalty
 - a. Unauthorized pass of the pace car.
 - b. Failure to obey Officials or flag man.
 - c. Intentionally causing a yellow flag.
4. Black Flag,
 - a. Work on car while on the track.
 - b. Ignore the black flag.
 - c. Rough or reckless driving.
 - d. Actions deemed detrimental to auto racing.

9. Sponsor Logo and Contingency Information

- A. Top of windshield must be reserved for Series Sponsor.
- B. All efforts will be made to secure contingency sponsors. Contingency decals can be obtained from series office and must be displayed on the race car for car to be eligible for award.
- C. Contingency awards are only available to FAST Series members. Contingency sponsor stickers must be displayed on car to receive award.

10. Inclement Weather Provisions:

A. If qualifying is cancelled due to weather conditions, the lineup for the feature will be decided as follows:

- FAST members will lineup first based on their current series points
- Non-members who have participated in prior FAST events will lineup next based on points earned season-to-date
- Non-members who have not participated in prior FAST events will lineup according to a pill draw

B. If qualifying is **completed** and the feature race is cancelled, points will be awarded as follows:

- Fastest through fifth-fastest qualifiers will be awarded points as noted in section 11 (i.e., 5 points for fast qualifier, 4 points for 2nd fastest, etc.)
- All cars making qualifying attempts will receive a flat number of points for the event. The number of points awarded will be determined by FAST officials and announced at the time the race is cancelled.

C. If qualifying is **started but not completed** and the feature race is cancelled, the partial qualifying results will be voided and no qualifying points will be awarded for the event.

D. If the above does not cover any situation, the balance of the field will be lined up according to the Series Officials.

E. No driver may attempt to qualify more than one car for the same event.

F. Any car not clearing post-qualifying inspection will have their time revoked and moved to the bottom of the order.

G. When two or more cars have duplicate times, the tiebreaker will be to revert back to their other lap.

11. 2010 POINTS BREAKDOWN

QUALIFYING	
Position	Points
1 st	5
2 nd	4
3 rd	3
4 th	2
5 th	1

RACE				
Position	Points		Position	Points
1 st	100		21 st	48
2 nd	96		22 nd	46
3 rd	92		23 rd	44
4 th	88		24 th	42
5 th	84		25 th	40
6 th	81		26 th	39
7 th	78		27 th	38
8 th	75		28 th	37
9 th	72		29 th	36
10 th	70		30 th	35
11 th	68		31 st	34
12 th	66		32 nd	33
13 th	64		33 rd	32
14 th	62		34 th	31
15 th	60		35 th	30
16 th	58		36 th	29
17 th	56		37 th	28
18 th	54		38 th	27
19 th	52		39 th	26
20 th	50		40 th	25

Note: Member cars that do not qualify for the feature and do not transfer from a B Main will be awarded points according to the schedule above (i.e. a second place in the B Main would equal 25th place points, and so on)