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2011 FASTRAK NORTHEAST/MOV TOURING SERIES PARTICIPANTS RULES OF CONDUCT & RACE PROCEDURES

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and, by participating in these events, all participants are deemed to have complied with these rules. *No expressed or implied warranty of safety shall result from the publication of or compliance with these rules and/or regulations.* They are intended as a guide for the conduct of the sport and in no way a guarantee against injury or death to a participant, spectator, or official.

The race 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 alterations of specifications.* Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

On occasion when situations arise that are not covered by written rules, special rulings may be put into effect by the track officials. Once such rulings are acted upon, they may become an act of policy and will be added to the existing rules of procedures.

**FASTRAK Northeast Racing Series
Great Crate Racing Northeast, LLC**

All rules will be in effect on opening night of the FASTRAK Northeast Racing Series.

1. RACEceivers will be mandatory for ALL Touring Series events. The channel used is the default frequency. Transponders are only required at tracks that use them.
2. FASTRAK will mail the person or corporation designated on the registration form a Form 1099 MISC by January 31 of the following year if the person or corporation earned a minimum of \$600.00 during the year for any monies paid by Great Crate Racing Northeast, LLC D/B/A FASTRAK Northeast, as required by the IRS.
3. The driver and owner assumes responsibility for all actions of pit crew, sponsors, and themselves at all times and shall be the sole spokespersons for the car and crew in any and all matters pertaining to the race and with officials in charge. If the driver is also the owner, only he/she will be the sole spokesperson.
4. Any driver, owner, or crewmember taking part in discourteous conduct or causing a disturbance in public may disqualify the driver/car to last place in the payoff and points. He or she may also be suspended for a minimum of one week as well as the driver and/or car. This suspension excludes any cancellations. Any suspension(s) on the final night of racing will carryover to the next year. Crew members are also subject to suspension that may possibly carry over to the driver at the discretion of Series.
5. Anyone leaving his or her pit area to go to another pit area to cause a disturbance may be suspended for whatever period of time is deemed necessary.
6. We demand courtesy conduct from all participants at all times. We expect you to look like a professional and act like one! Be clean, informed, and look respectable.
7. No person shall use abusive language or threaten bodily harm or equipment damage when addressing a Series or track official, track employee, driver, or any participant of any crew. Severe or repeated violations may necessitate a suspension.
8. Any driver committing unnecessary contact, harassment, or using any driving tactic that is considered dangerous by the flagman or track official will be deemed rough driving. This rule applies to hot laps, preliminary events, and features. Reprimands for rough driving are covered in the Rules of Procedures.
9. Threats of retaliation on the speedway could be considered assault with a deadly weapon and grounds for prosecution. If this is heard by track officials, FASTRAK has the right to bar the driver from competing for the remainder of the night or from future events.
10. Absolutely no fighting for any reason. Drivers, owners, crew members, etc. fighting will be subject to a suspension and/or disqualified from the event.

1st Offense: person must post \$500 in the form of a cashier's check or money order with FASTRAK Northeast. Also, the person will be suspended for the next two Touring events. The person must post the bond no later than the day before race day at 4368 Route 422, Pulaski, PA 16143. After one calendar year, if the person was not involved in a second offense, the person will receive back the \$500 cash bond.

2nd Offense: If it happens within one-year probation period, person will lose \$500 cash bond, will be suspended for two events, and must put up an additional \$500 to compete again. If it's outside the one year probation, person will be suspended for the next two Touring events and must post \$1,000, which would be returned after one year of good behavior.

3rd Offense: If it happens a third time within one year probation period, person will lose \$1,000 cash bond, will be suspended for two events, and must put up an additional \$4,000 to compete again. If it's outside the one-year probation period, person will be suspended for the next two Touring events and must post \$5,000, which would be returned after one year of good behavior.

Failure to comply with this rule by any person(s) will mean immediate suspension from future races.

11. No person signing into the pit area shall drink intoxicants and/or use narcotics during a racing event. Any driver or crew member who arrives under the influence of intoxicants and/or narcotics will be denied participation in the events of that day and may be suspended indefinitely. No exception to the rule.

12. Absolutely no profane signs or derogatory comments allowed on race cars. Anyone who does so will not be permitted to race until it is removed.
13. No driver, car owner, or crew member will have any claim for damages or expenses against the promoter, track official, or Series by reasons of disqualification, damages to the car, or injuries to the driver. All parties agree that the track grounds are considered safe if they take part in the event. It is the duty of all drivers, car owners, and crew members to bring to the attention of track officials any unsafe equipment, practices, or any rules infraction of any car or driver. The driver further acknowledges that the driver is aware that auto racing involves risks and that by competing in an event, the driver assumes these risks with full awareness and knowledge.
14. Excessive speeding in the pit area will not be tolerated and will be subject to a possible suspension.
15. It is highly recommended that drivers are not to get out of their cars on the race track until safety crews arrive or unless there is an extreme emergency. Any driver that does so to argue or discuss the race with the officials will be scored last and may be disqualified for the night or suspended according to the decision of the officials.
16. Sweeney Chevrolet Buick GMC decals are required on both sides of the car at all Northeast and Mid-Ohio Valley Touring Series events. Your car will be checked for decals in pre-race tech.

CAR NUMBERS:

Numbers must be painted on both sides of the car and be at least 18" high. 6 x 6-inch numbers are required in the upper right corner of the windshield area.

Please keep numbers limited to three digits. All numbers and letters should be clearly legible at race speeds. If numbers 3, 6, 8, or 9 are used, make sure they are distinguishable. Do not let nerf bars block visibility. **Duplicate numbers will be modified and assigned by the race director for the duration of the season. Any driver/owner refusing to let track officials do so will NOT be permitted to compete until the modifications are completed.**

INSPECTION:

It is mandatory that the top three feature finishing cars will go immediately to a designated teching area after the completion of the feature event. The fourth and fifth place finishing car must also go to this designated tech area and must wait in the holding area until released by tech inspection. Know that all cars are subject to inspection by the tech inspector or pit official at any time or any place. The tech inspector and/or promoter will enforce the rules, and shall have the authority to deny a car permission to race based on his judgment of its condition relative to the rules. All bolt-on weight must be securely fastened and acceptable to the tech inspector or the said competitor will be denied participation.

It is your responsibility to know and understand the rules *before you participate*. **Cars that do not pass inspection or those that do not meet minimum requirements set by the track and/or tech inspector will not be able to compete, and any points and monies earned that night may be forfeited.**

FASTRAK reserves the right to make changes to the rules at any time in order to preserve the competition and integrity of the event and/or division.

DRIVERS MEETING:

Drivers meeting will generally precede hot laps. All drivers/owners are expected to attend the meeting to obtain the evening's announcements, rules changes, etc. Drivers that do not attend the drivers meeting waive all rights to protest. The intent of the drivers meeting is for informational purposes about the event. Questions on procedures and format are encouraged; however, personal attacks or signaling anyone out will not be tolerated in front of the group. Any person making malicious attacks may be barred from competing in the night's event and risks a suspension. Issues concerning other drivers, track officials, or any other private/personal matters are to be dealt with at another time with the promoter and/or track official(s). Please contact the office to make a pre-arranged appointment.

DRIVER/CAR SUBSTITUTIONS:

All driver changes must be reported to the Series prior to the car entering the line-up area. A new registration form must be filled out. **Driver substitutions after the heat races begin will be allowed only in extreme emergencies and must be approved by the Series.**

In all cases, the car qualifies for the race, not the driver. A driver may not substitute another car for the one he has qualified. However, if a driver change is made during the race program that particular car must start last in the consy or feature and the replacement driver will not receive any points. The registered driver who started the night will receive the 10 show-up points.

Once a car attempts to compete in the official racing activities, no back-up car will be permitted.

In the event the feature is postponed to another date after qualifying has been completed and the driver of a qualified car cannot return, the car owner can replace the driver with an unqualified driver, but the car will start last. If the feature was started before postponement, no driver changes will be permitted.

Any driver change not reported to the Series before the start of an event will result in disqualification. The car will receive tow money only.

FIELD SIZE:

The number of cars per heat race will be determined by the race director; generally 10 is the most cars that will compete in a heat race. 24 cars is the typical starting field.

LENGTH OF EVENTS:

Heats: 8 laps (less than 10 cars), 10 laps (10 or more cars)

Consy: 8 laps (less than 10 cars), 10 laps (10 or more cars)

Features: 25 laps for \$1,200 and \$1,500 to-win events; 30 laps for \$2,000 and \$3,000 to-win events; 40 laps for \$5,000 and \$6,000 to-win events; 50 laps for \$10,000 to-win events

Bonus/Non-Qualifier Events: Will be dependent on number of cars participating (4 laps for 2-4 cars, 6 laps for 5-7, 8 laps for 8-9 cars, 10 laps for 10 or more cars)

LINE-UP PROCEDURES:

A car representative will draw a pill for heat race line-ups or time trial order. The car must be in the pits when the pill is drawn. Pill cut off will be approximately 30 minutes before the scheduled start time of racing. Once the lineup is started, no more pills will be drawn - *no exception!* Any car(s) not pulling a pill will start at the rear of the heats or will qualify at the end of the time trial order in a first come, first served manner. If a car(s) misses the heat races, he or she will start at the tail of the consy or feature in a first come, first served manner. If a car fails to qualify, car will start at the tail of a heat race. If a full field is already established after the heat races or the B main has run, no new cars will be permitted to participate.

Lineups will be posted on the blackboard.

Qualifying Format (National & Grand National Events and Option for \$2,000 to-win or more events): Drivers will draw pills to determine time trial order. Drivers will receive one lap. Heat races will be straight up on time. Depending on the number of heats, a redraw (top 6 for 2 or 3 heats, 8 for 4 heats, or 10 for 5 heats) will be done to determine the first so many starting spots (1-6, 1-8, or 1-10). The first and second fastest qualifiers will be guaranteed to start no worse than the two positions behind the redraw cars (7&8, 9&10 or 11&12) provided they qualify for the feature. The remainder of the positions will be straight-up on heat race or B main finishes.

Heats for Pill Draw Events: Will be lined-up with the low pill number on the pole of the first heat and the second low pill on the pole of heat two and so on alternating by heats. Cars must start their scheduled heat. If a car misses its heat, it must start at the rear of the consy to make the feature. If no consy is run that night, the car must start at the rear of the feature.

Features for Pill Draw Lineup: The top 12 drivers from the heat races will redraw for their starting positions in the order that they finished (unless 5 heat races are run then the top 10 will redraw). (The first heat winner will draw first, second heat winner second, etc.) If a car representative does not report to the blackboard five minutes after being called, a pill will be drawn for that driver. (Note: In the event there are 10-16 cars the top 8 will redraw and if there are 17-19 the top 10 will redraw.) The remainder of the field will be filled in a straight-up manner by the remaining drivers' heat race or consy finish.

If a qualified car scratches from the feature, one extra car will transfer from the consy to the feature. If more than one consy is run, the additional car would come from the first consy and rotate from thereafter. **Cars not starting a consy will not be permitted to run the feature. In no case will the car(s) that finished behind a scratched cars(s) move up in the heat finishing order to affect the consy or feature line-up.**

Cars will enter the lineup area as directed by the lineup official. Cars should enter the speedway at a slow and steady pace double file so that the race may be started next time around. Cars not in position in the line-up area when the race goes out onto the track will automatically go to the tail. Be advised that the flagman will not hold the race for a late car. If a car(s) scratches from an event, cars will be criss-crossed to fill positions.

PROVISIONALS

The driver highest in the top 10 in Touring points that does not qualify for the feature will be eligible for a provisional (starting position 25); however, in order to not cost the track any additional money, the provisional starter will lose the difference between starting money & tow money (ex. \$150 to-start and tow money is \$50- driver will have \$100 deducted from feature winnings). Drivers must attempt to qualify for the feature by running their heat and/or B main.

In the event a speedway decides to add a provisional starter, that driver will NOT receive feature Touring points- only show-up Touring points.

Note: Provisionals apply to Touring Series events ONLY and not the Grand Nationals.

BONUS NON-QUALIFIER EVENTS:

Will be run if 30 or more cars are signed in for competition and is agreed upon by track. Line-up will be straight-up from B main finish(s) of non-qualifying A main cars. Payoff is generally \$25 less than A main starting money to win and \$5 more than tow money to start. Separate points will be kept for this "Wheelman Bonus Event Challenge Series" utilizing the normal point structure.

STARTING THE RACE:

All original starts are in turn four at the cone or designated starting point. The front row is to work together to produce a clean start each time. Drivers are not to accelerate to full-speed until the front row reaches the designated starting point. The green flag will be displayed at any time after the front row reaches the designated starting point. The race is officially started when the flagman waves the green flag. Track officials and/or Series have the right to swap the first and second rows, the first and third cars, the second and fourth cars, or put the driver(s) in the wrong at the tail if a clean start is not produced.

Any car(s) involved in a spin or accident before the green flag or before the completion of lap one will go to the rear. Any car(s) that stops on the track will also go to the tail. Cars passing before the green is displayed will be penalized **two** positions for each car jumped. Also, any car(s) pulling out of line to gain an advantage before the green is displayed will also be docked two spots. If the caution is displayed after the infraction, car(s) will be penalized then. If the race goes green the rest of the way, the finish will be adjusted accordingly.

Alternate car(s) may be added to the feature field if the initial green flag has not been waved. No car(s) will be added to the feature field once the green flag is waved. Cars must take the green flag to earn feature start money and points even if a full field is not present.

RACE SCORING:

All scoring will be done at the start/finish line. Results and decisions will be made by scorers and/or track officials. FASTRAK will not use individuals' videos, pictures, etc. to make rulings.

LAP DEFINITION:

A lap is considered a lap when the leader has passed the flag stand. **Once the yellow or red light is displayed, all scoring stops. Do not race back to the flag stand.** The remainder of the field will be filled in from the last completed lap.

RED FLAG/YELLOW FLAG:

When the yellow or red lights are displayed, all scoring stops. Do not race back to the flag stand. Under red flag conditions, all drivers must stop as quickly and safely as possible. Do not drive through the accident scene! Any driver not stopping will run the risk of being placed on the tail for the ensuing restart. Emergency and pit entrances of the track cannot be blocked. Emergency personnel need to get to the accident scene as quickly as possible. Cars may exit the speedway cautiously when it is safe and clear to do so.

Under **red flag** conditions, **no one will be permitted on the track**, unless special permission is granted. Anyone rushing to an accident scene may be suspended for a minimum of one week.

If a caution occurs during a feature, any car requiring wrecker services will be taken to the pits. Track officials, wrecker personnel, firemen, push truck drivers, etc. are not permitted to touch sheet metal, make any repairs, or remove mud from cars on the speedway. In the event that track personnel elect to remove something from a car, said car will restart last. All repairs and work to the car must be made in the pit area. If repairs can be made, the car may return to the race, but must restart on the tail. The race will not be held up for any driver.

All cars involved in the accident or stop on the track must go to the rear of the field ahead of any cars that pitted. **If the result of rough driving is a caution then the caution car as well as the rough driving car will be charged with a yellow.** The car charged with the rough driving will restart behind all the caution cars and ahead of any cars that pitted.

STOPPING ON THE TRACK:

If a car comes to a stop at any time on the track, the said car will go to the rear. Any car(s) that stop on the track that are not part of the caution will restart last, but will not be charged with a caution. If a driver has been stopped by an official or if driver stops by an official for safety reasons (loose seat belts, debris on track, etc.), driver will retain their position. *Exception:* If a car stops prior to the start of an event before the flagman gives the one to go signal or before the yellow light has been turned off, said car will retain starting position.

A driver may request a push truck for assistance; however, if a driver attempts to start on his own after a red flag situation and does not completely get under power and stops on the track again, said driver will restart on the tail.

REALIGNMENT/LAPPED CARS:

Cars will fall back behind the car they were racing behind. Lapped cars will restart the event behind the lead lap cars and ahead of caution cars and cars that pitted. The highest running lapped down car will receive one (1) lap back when the caution is displayed provided they are not in the caution or were in the pit area.

In the event that the race leader causes a caution, stops on the track, or pits and a lapped car(s) assumes the front of the pack, all cars ahead of the new leader will receive one lap back, and will restart on the tail ahead of any cars that pitted and caution cars. Lapped car(s) will NEVER restart the event in the first position.

RESTARTS:

It is the race leader's responsibility to restart the event at the designated point. There will be double-file restarts in the heats and in the features. The leader has the option of choosing the inside or outside line this must be decided when the cars are told to double. The leader may start the event at any time between the two cones (or designated markers) in turn four. If the leader has not accelerated once the front row reaches the second cone (or designated original starting point), the green flag will be displayed at the discretion of the flagman. Excessive speeds on restarts will not be permitted.

Track officials and/or Series have the right to swap the first and second rows, the first and third cars, the second and fourth cars, or put the driver(s) in the wrong at the tail if a clean start is not produced. Any car intentionally causing a disturbance or driving haphazardly on a restart that is deemed not in good taste by track officials will be sent to the rear of the field or black-flagged.

Cars passing before the green is displayed will be penalized **two** positions for each car jumped. Also, any car(s) pulling out of line to gain an advantage before the green is displayed will also be docked two spots. If the caution is displayed after the infraction, driver will be penalized then. If the race goes non-stop without another caution, the finish will be adjusted accordingly.

If two consecutive cautions occur after a restart without another lap being scored (excluding a caution(s) for a car(s) stopping with a mechanical issue), the next restart will be single file with the leader starting the event between the designated restart area.

Series or track officials have the right to change restart methods depending on situations that may arise on night of event or during the season.

INFIELD:

Cars that go into the infield may re-enter the speedway at or near where the car went into the infield at. If a car crosses through the infield or cuts off the turn(s), the said car may be penalized one lap by track officials if it is deemed that an advantage was gained.

Cars that pull into the infield that have dropped out of the event should drive toward the center of the infield as far away from the racing action as possible.

RE-ENTERING THE TRACK:

Cars re-entering the track from any other place than designated area will be black-flagged. All cars re-entering the track must have the permission of track official(s). **Cars may re-enter any event under yellow or red flag conditions.** Cars re-entering the race will restart last behind all accident cars and cars that stopped on the track, but did not pit (even if the initial green flag of the event hasn't been displayed). Any car(s) re-entering the track under racing conditions or disobeying track officials, will be black-flagged.

BLACK FLAG/DISQUALIFICATIONS:

1. Cars black-flagged for blatant behavior such as rough driving, failure to obey officials, deliberately trying to stop the event, etc. or unsportsmanlike conduct will be **disqualified** and will receive the finishing position, pay, and points for **last place** of that race. These above infractions will not be tolerated at any time, no exception, and may result in a suspension.
2. A driver involved in two cautions in a heat race or consy, or three cautions in a feature will be black-flagged for the event. Also, any driver that brings out two unassisted cautions in the feature will be black-flagged.
3. Any car(s) not maintaining a safe, competitive speed by the flagman or official is cause for being black-flagged for that event.
4. Any car(s) judged unsafe by track officials will be black-flagged. The car will only be able to compete after that point if correct repairs are made and are acceptable to track officials.

Any car remaining on the race track after receiving the black flag will not be scored. In the above cases #2-4, the driver(s) will be credited for the laps completed up to that point.

Cars will NOT be disqualified for losing mufflers or bolt-on weight; however, car(s) must still make minimum weight requirements- no weight break will be granted! It is your responsibility to make sure mufflers and bolt-on weight are securely fastened.

FLAT TIRES:

Cars with left front tires flat will be permitted to race providing the tire is still intact and has not come off the rim. Other tires that are losing air will be left to the discretion of track officials whether the car will be permitted to continue the event.

FINISH:

When the checkered flag is displayed, the race is officially completed. The balance of the field receives the checkered flag on the same lap. **Finishing positions will be according to the most laps traveled in the least time, regardless of whether the car is still running or not.** All cars must complete their last fully scored lap under their own power. If an accident occurs on the checkered flag lap, or an event is shortened by rain/accident, payoff will be made according to the last green flag lap positions, with accident cars, cars that stopped on the track, and cars that pitted on the rear.

Ties: In the event the scorers and flagmen determine a tie, the total point and purse payoff will be added up and divided by the number of drivers who tied resulting in an equal payoff. If two drivers tie for third, the driver that finished fifth will NOT move up to fourth place.

The driver receiving the checkered flag first in any feature race must bring his or her car to the finish line and participate in victory lane ceremonies, unless told otherwise. The race winner is to remain in victory lane until released by officials.

WEIGH-IN:

The number of cars weighing will be announced at the drivers meeting and is at the discretion of the tech inspector and/or weighmaster due to different scaling configuration at different speedways. There may be times when all cars must weigh after the heats, consies, and feature. Cars that are towed off the track and cars that do not finish the event will not be forced to weigh.

Cars must proceed directly onto the scales. Cars turning left or right off of the exit drive out of the sight of the weighmaster will be disqualified. Cars are allowed only one time on to get their readings for each event. Drivers bouncing up and down in their seats may be disqualified. Failure to weigh or cars found light after the heat races, results in a disqualification for the event. The driver(s) will start last in the consy or feature. Drivers who fail to weigh or are found light after the feature or consy will be disqualified and will receive tow money only and 10 show-up points. Cars intentionally ringing their tires after exiting the scales, which results in the unsafe flying of rocks, dirt, debris, etc. may be disqualified for the night and face a possible suspension.

PROTESTS:

Scorers and track officials cannot be questioned about a previous race while a race is in progress. Unless the matter can be handled accordingly, all disputes will be settled after the completion of the racing program.

Officials' radio communications overheard by others will never be used as the basis of a protest, nor will they be used in support of a protest.

The dispute will be handled in a professional way. The driver and/or car owner should present himself in a positive manner- one that is acceptable by those he or she represents, and those who are nearby. At no time will drivers and/or owners be permitted to discuss race or scoring protests or disputes in the grandstand area.

No participant shall subject a scorer or any track official to verbal or physical abuse or improper language at any time. The driver/owner assumes responsibility for the actions of their crew and themselves. **Any driver, owner, or pit crew member entering the scoring tower or flag stand will be suspended for a minimum of one week and may disqualify the car and/or driver for a minimum of one week of racing, at the discretion of FASTRAK.**

The Series and track officials will enforce the rules of procedures and conduct, and determine sanctions.

1. Protest must be made to a FASTRAK Tech Inspector, Race Director, or Series Director within 10 minutes of the protested car crossing the scales.
2. Only driver or car owner that finishes in the top 5 in the feature may protest another car that finishes in the top 5 of the feature.
3. Protests must be paid in cash to a FASTRAK Official before teching procedure begins.
4. Protestor must be present during the entire teching procedure. In the event the teching procedure takes place at later date and different place, protestor must also be present to witness inspection. Alternate inspection location will most likely be at FASTRAK Northeast office/garage located at 4368 Route 422, Pulaski, PA 16143, if necessary. Although other inspection locations could be selected. There will be no dispute over FASTRAK Official's choice of location. Protestor and protested car owner and/or driver along with their protested sealed parts/engine must be present at designated time and place determined by FASTRAK Official. Protested engine will be tagged by FASTRAK Official to insure that it has not been tampered with and it is the same engine.
5. Protested car will be given time limit from FASTRAK Official to remove protested part. If part is not removed within time limit, car will automatically be disqualified.
6. If protested car is to race additional nights in a given weekend, engine will be tagged by FASTRAK Official and rule #4 and #5 will apply.
7. If FASTRAK Tech Inspector is unsure of the legality of a part, said part will be sent to GM or to FASTRAK Office for inspection. At this time, the feature finish will be frozen until legality of said part is determined. If at that time any competitor chooses to accept their pay before teching is completed, they CANNOT receive any additional monies, but finishing position and points would be adjusted accordingly.

PROTEST FEES:

1. **Engine CLAIM RULE:** GM 602 HP \$3500 Claim GM 604 HP \$5500 Claim
Participant refusing to allow claim will be considered 'illegal within the bolts' and penalties according to such will apply.
Tear Down Rules: All fees must be paid in full within 10 minutes of protested car crossing scales. Protestor must have money in hand for protest. ONCE PROTEST IS DECLARED, IT CANNOT BE WITHDRAWN!
2. **COMPLETE TEAR DOWN:** \$800.00 fee. \$200.00 goes to series (engine will be put back together at FASTRAK approved engine builder for \$600 plus any applicable parts. NOTE: \$600 is for reassembly and re-sealing. Does NOT include any additional needed parts related to wear and tear).
3. **CAM PROFILE:** \$300. \$100 goes to Series and/or track.
4. **PULL HEAD AND INTAKE:** \$300. \$100 of fee goes to Series and/or track.
5. **WEIGH CRANKSHAFT:** \$300. \$100 of fee goes to Series and/or track.

*In the case of two-day shows, engines will be marked for legality. Marked engine must be present at post race tech.

*Should competitor change engines, tech personnel must be notified in advance. Both engines may be subject to technical inspection. Engine not inspected in advance will automatically be disqualified.

FASTRAK WILL CONTINUE VIGOROUS INVESTIGATION INTO BACKGROUND OF TEAM OWNER, DRIVER, AND ALSO DO INVESTIGATIVE WORK TO FIND ENGINE BUILDER RELATED TO ANY SUCH INCIDENT OF CHEATING. FASTRAK WILL NOT TOLERATE CHEATING WITHIN THE BOLTS. FASTRAK WILL PROSECUTE ENGINE BUILDERS FOUND TO BE CHEATING ENGINES OUTSIDE OF GM TECH MANUAL SPECIFICATIONS. LAW PERTAINS TO "SPIRIT OF COMPETITION". DOING ILLEGAL WORK INSIDE OF A SEALED ENGINE IS IN DIRECT CONFLICT OF ANY SERIES UTILIZING SEALED ENGINES. ENGINE BUILDER WILL BE BARRED FOR LIFE, REPORTED TO GM AND EVERY SERIES AND TRACK IN THE UNITED STATES KNOWN TO FASTRAK. ARTICLES WILL BE PUBLISHED IN MAJOR NEWSPRINT SHOULD SUCH INCIDENT TAKE PLACE. We consider this to be a serious offense and it will be treated as such.

TIRE TECHING/PROTESTING PROCEDURE:

Series reserves the right to confiscate or take a sample of a tire. At which time Series may have said tire or sample tested by an independent/professional source. Tires not conforming with manufacturer's submitted benchmark will also be deemed illegal.

No grooving or siping of tires (note exception below on existing FT400). Tires must be "smooth as new". Body panels that have created a sipe in tire must be trimmed immediately. The following alterations will be allowed in 2011 to the existing FT400 ONLY. This will be a groove ONLY; NO SIPEING. The groove will be done with a standard #4 blade (produces a 1/4-inch wide groove). The groove will remain within the center 5 tread blocks (do NOT groove the side wall!). The groove will be centered in the block. The groove will run parallel to the factory groove (outer 2 are angled). You may groove at any depth desired. Grooving of the block is NOT mandatory. You may groove 1 block, all the blocks, or none of the blocks...your choice. You may NOT re-groove the factory grooves. The \$150 tire protest fee will apply to the grooving of the FT400 as well as conditioning.

Durometer readings can be taken before or after events and on occasion durometered during a race. Tech inspector's durometer reading is final.

No internal chemicals permitted in tire PERIOD! Includes softeners, soap, fix-a-flat, etc. Baby powder is acceptable. Any gooey or wet substances inside tire will constitute an immediate disqualification.

Protest:

- Protest must be made to FASTRAK Tech Inspector, Race Director, or Series Director within 10 minutes of the protested car crossing the scales. Protest fee is \$150 and must be paid in cash to FASTRAK Official before teching procedure begins.
- Only driver or car owner that finishes in the top 5 in the feature may protest another car that finishes in the top 5 of the feature.
- In the event of a tire confiscation by either a FASTRAK official or protest situation, the feature finish will be frozen until legality of said tire is determined. If at that time any competitor chooses to accept their pay before procedure is completed, they CANNOT receive any additional monies, but finishing position and points would be adjusted accordingly.

POINT SYSTEM:

Points will be awarded to FASTRAK Northeast Touring member drivers only. The following system will take effect:

Feature:

1. 35	6. 30	11. 25	16. 20	21.15
2. 34	7. 29	12. 24	17. 19	22.14
3. 33	8. 28	13. 23	18. 18	23.13
4. 32	9. 27	14. 22	19. 17	24.12
5. 31	10. 26	15. 21	20. 16	Other starters 11

In the event a track wishes to add a provisional starter that did not qualify for the feature, the driver must start last and will not receive Touring feature points- only show-up points.

Once pill draw is closed, all drivers signed in for competition will receive 10 show-up points whether the event is completed in it's entirety or not. Any driver disqualified for non-"within the bolt" infractions will only receive the 10 show-up points.

National Events that are not Northeast point events that come before the final point event, will allow Northeast Touring member drivers to compete in these events and use their finish to "throw out" their worst Touring finish.

Drivers competing in less than 75% of the events may or may not be eligible for point fund monies.

RAIN OUTS/CANCELLATIONS/UNCOMPLETED EVENTS/2-DAY SHOWS:

Track officials may cancel a race if dangerous or unsafe conditions arise. If the race is called because of an accident, weather or any other unforeseen situation, the payoff will be based on the last completed green flag lap. All cars involved in the final caution, stop on the track, and pit will be scored at the end of the last completed lap. For the race to be considered official, 50% or more of the scheduled number of laps must be completed.

If all of the preliminary races or part of the feature has been completed and the weather or any other type of situation forces the program to be cancelled, there will be no "rain out". A make-up feature may be run in the future, if possible, and **no new cars will be added to the field.**

If the races are cancelled prior to the completion of all of the preliminary events, and the track declares a "rain out", drivers will receive show-up points only.

In the event of a two-day show or if the races are cancelled before the B mains are completed and the feature field is not set, new cars will be permitted to run, but will tail the back of the B main(s). New cars will draw pills and will tag the back of the heats or B main(s) in the order of low pill draw to high draw. No additional show-up points will be awarded for the make-up or day two.

Exception: If feature event(s) is/are cancelled and the show has been considered a complete show, and no rain date will be utilized, the total feature purse may be split equally among the qualified drivers, if 50% or more of the feature has not been completed. FASTRAK and track promoters reserve the right to choose a scenario that best fits the interest of all parties.

GRAND NATIONALS:

Drivers must be a FASTRAK member and compete in specified number of sanctioned events by corporate to qualify for the Grand Nationals. Night 1 will be held in each respective Region with Nights 2 and 3 for the entire nation. In the event Night 1 is cancelled and unable to be completed, FASTRAK Northeast will work with Corporate to determine a solution that is amicable to all parties.

FINALITY OF DECISIONS AND INTERPRETATIONS AND COVENANT NOT TO SUE:

The decisions of FASTRAK officials or promoter at an event, including the interpretation and application of rules and the scoring of positions, shall be FINAL, BINDING, and NON-APPEALABLE, except in the case of a suspension or fine, which is further explained in the SUSPENSIONS/FINES & APPEALS category.

All participants, as a condition of participating in an event, agree that ALL decisions of officials or the promoter, regarding the interpretation and application of the rules, and the scoring of positions, shall be NON-LITIGABLE. All participants further covenant and agree that they will NOT initiate any of legal action against Great Crate Racing Northeast D/B/A FASTRAK

Northeast, FASTRAK Racing Series, the promoter, and officials to challenge such decision, to seek monetary damages, to seek injunctive relief, or to seek any kind of legal remedy. If a participant pursues any such legal action, which violates this provision, then the participant and/or owner expressly agrees to reimburse FASTRAK for ALL of its ATTORNEY FEES and COSTS IN DEFENDING AGAINST SUCH LEGAL ACTION.

By signing the annual registration agreement, participants agree that they will comply with the written rules and procedures of FASTRAK. In the event that he or she would breach the registration agreement, he or she shall be liable for actual and liquidated damages sustained by FASTRAK Racing Series.

SUSPENSIONS/FINES & APPEALS PROCESS:

FASTRAK will determine any and all suspensions/fines that are covered in the rules and procedures and any violation that may come up during the year. FASTRAK will make judgment on the sanctions and violator(s) will be sent official notice by a certified letter, return receipt requested.

The violator(s) will have the opportunity to appeal his or her sanction and must do so in writing accompanied by any relevant documentation within three days of being notified of the violation. FASTRAK then will set a date and time for the hearing at the business office located at the address of 4368 Route 422, Pulaski, PA 16143. The violator will present his case to the FASTRAK Racing Series. Following the appeal hearing with the violator, FASTRAK will conduct further follow-ups, meetings, hearings, etc. with any other necessary party. Judgment then will be rendered to the violator by a certified letter, return receipt.