



2015 Late Model Rules

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 Series of 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.

Contact Info:

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Championship Series

Sweeney Chevrolet Buick GMC “Weekly Series Championship” (\$5,000 to-win paying 40 positions): Must be a Weekly member to be eligible for points and point fund monies. Drivers can compete at any RUSH-sanctioned event and accumulate points from March through September. Drivers best 12 point scores will be utilized (best two per week Monday through Sunday).

Pace Performance “Summer Chase” (\$3,000 to-win paying 10 positions): Top 10 Weekly member drivers at each RUSH weekly-sanctioned speedway (RUSH point system) and top 10 in Touring Series Driver Points will be eligible. Drivers can compete at any RUSH-sanctioned event and accumulate points from July 1-Labor Day (Touring members must also be Weekly members to count Weekly events). Standings will be determined by average points per event score. Drivers must compete in a minimum of six events. (Note: finishes will continue to count towards Weekly Series Championship as well.)

Sweeney Chevrolet Buick GMC Twin “Touring Series” (\$4,000 to-win paying 12 positions in North AND South plus combined point bonus with \$2,000 to-win – possible \$10,000 to-win!): Must be a Touring member to be eligible for points and point fund monies. Points accumulated at each Tour event during the season will accumulate to both Driver and Owner points. (Please see Touring Series Rules & Procedures for more info.)

“Bilstein Bandits” (\$5,000 to-win paying cash to top 12 and contingencies to 13-15): Must be a Weekly member to be eligible for points and point fund monies. Uses Weekly Series point system for drivers that elect to campaign on the \$135 Bilstein "sealed" spec shocks. Once Bilstein Shocks are run, must run remainder of the season or will be disqualified from the program. Bilstein Participation Form must be completed.

“Futures Cup” (\$1,000 to-win paying 10 positions): Must be a Weekly member, not be older than 19 years of age, and not be a prior “Futures Cup” Champion to be eligible for points and point fund monies. Those 18 & 19 cannot have more than 1 prior season of Crate Late Model experience (8 or more events = 1 season). No headlining division experience permitted. Those under 16 should verify eligibility to race at each individual track. Points are based off Weekly Series Championship plus the addition of possible stand-alone TBA event(s).

Point System: The following system will be utilized for all of the above programs: 1. 100 2. 98 3. 96 4. 94 5. 92 6. 90 7. 89 8. 88 9. 87 10. 86 11. 85 12. 84 13. 83 14. 82 15. 81 16. 80 17. 79 18. 78 19. 77 20. 76 21. 75 22. 74 23. 73 24. 72 25 & any other starter 71. Drivers attempting to race, but not starting the feature will receive 70 show-up points. Note: Excluding the Touring Series, at each event drivers will receive a car count bonus of 12 points provided there are 12 or more cars signed in. If there are less than 12 cars, the car count bonus will be based on number of competing cars signed in.

Membership Fees: \$125 to become a Weekly Series Member and \$125 to become a Touring Series Member OR \$225 for both. MUST be a member to be eligible for above programs and \$100,000 excess participant accident insurance. POINTS ARE NOT RETROACTIVE. YOUR POINTS WILL NOT COUNT UNTIL MEMBERSHIP IS COMPLETED & PAID!

Awards Banquet/Point Funds/Tie-Breakers: A RUSH Racing Series Awards Banquet will be held at the conclusion of the season (mid to late January). Drivers/Car Owners are expected to attend or have a pre-determined representative to accept awards. Unclaimed payoffs and awards will be mailed at a later date.

Postponed feature events will revert back to the weekend they were initially scheduled for with the exception of an event that has been pushed to the following year.

In the event of a tie for any of the above championships, tiebreaker will be determined by the driver with the most wins (high point scores for Weekly & Chase) followed by most second place finishes, etc. until the tie is broken. If a tie happens in any other position, the tie will remain with point fund monies added up between the tied positions and split equally.

See Info link on website for breakdown and more details.

All event procedural rules and regulations will fall under the separate Touring Series or individual track rules depending if event is classified as a Touring Series or Weekly Series event.

Note: Age requirements vary by speedway. It is the team's responsibility to verify eligibility regardless if's a Touring Series or Weekly Series event.

FINES & PENALTIES:

If an entrant is disqualified for any reason, any fine and /or suspension applies to both the driver and car owner if not the same person. In other words, if an entrant is disqualified for a technical violation, such as an engine not in compliance with tech specs, neither the owner nor the driver can race for the suspension period, and while only one fine will be charged, neither party can race until that fine is paid. Fine must be paid in full to Series by cash or certified check in order to compete once suspension period ends.

PAYOFF:

While the RUSH Series makes every effort to sanction and/or schedule events at reputable facilities, and has never had any problems with purse payouts to competitors, please be aware that RUSH cannot be responsible in the event that a promoter fails to make purse payments, or pays with checks which are later found to be not negotiable. This notice includes the possible situation where a promoter might pay the full purse to RUSH with a check that is later to be insufficient. RUSH will not pay purse payments until promoter's check clears. When speedway and/or promoter's check clears, RUSH will then guarantee proper purse payments, subject only to resolution of protests, or technical infractions.

CONDUCT:

A.) General - All drivers crew chief, car owner, crew member and/or team representative agree to act in a professional manner as determined by RUSH Officials. The professional manner includes, but is not limited to verbal representation, written representation, any representation that may represent the RUSH Racing Series, sport of Late Model racing and/or motorsports in general and/or any affiliates. Verbal abuse may result in an immediate disqualification from the event. Repeated violation(s) may also warrant fine and/or suspension.

- a.** All drivers must arrive at Series races in a timely manner so that they may participate in the entirety of the racing event.
- b.** All drivers will not be permitted to compete and/or participate while under the influence of any alcoholic beverages and/or illegal substances. If a driver is found to be participating in such a manner an immediate suspension.

B.) Any driver, during an event; a competitor, crew chief, car owner, crew member and/or team representative may be requested to report to the RUSH Command Center for consultation with RUSH officials. The request may be communicated over the one-way radio and/or verbally. Failure to comply with the request will be subject to fine and/or suspension and/or any other action deemed appropriate by RUSH Officials.

TECHNICAL RULES & REGULATIONS

Any driver and/or car owner that violates any technical rule as presented within the rulebook and/or issued in a written bulletin will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by RUSH Series Officials.

ENGINE:

1. GM PART NUMBER 88958602 & GM PART NUMBER 88958604.
2. THESE ENGINES ARE SEALED AT THE INTAKE MANIFOLD, CYLINDER HEAD, FRONT COVER, AND OIL PAN WITH SPECIAL TWIST OFF BOLT HEADS ORIGINALLY FROM GM, CRATE USA GENERATION III (YELLOW) AND FASTRAK SEALS ALLOWED. (Note: RUSH seals permitted on GM 602s). **NO RM BOLTS, NDRA SEALS, CRATE USA GENERATION I (SILVER), OR CRATE USA GENERATION II (BLUE) PERMITTED. Effective January 1, 2016 DIRTcar seals, both blue and red, will no longer be permitted. Effective January 1, 2017 FASTRAK seals will no longer be permitted. FOR ANY OTHER SEALING SYSTEM, CONTACT RUSH FOR APPROVAL.** CRATE ENGINES MUST NOT BE ALTERED, MODIFIED OR CHANGED FROM FACTORY SPECS.
3. THE SEALED ENGINES MUST REMAIN INTACT AND NOT BE TAMPERED WITH; ANY SEALS THAT HAVE BEEN REMOVED OR TAMPERED WITH WILL MAKE THE ENGINE ILLEGAL AND NOT ELIGIBLE FOR COMPETITION. THE PENALTY FOR ANYONE TAMPERING WITH SEALS, MODIFYING ANY INTERNAL ENGINE PARTS, CHANGING THE PARTS FROM STOCK AS DELIVERED SEALED FROM THE FACTORY WILL BE SUBJECT TO EXPULSION FROM RACING WITH ANY RUSH AND CRATE RACIN' USA SANCTIONED EVENT FOR THE REMAINDER OF SEASON AND FUTURE SEASONS.
4. In the event a repair must be made to an engine scheduled to compete in consecutive RUSH-sanctioned events or if NeSmith/RUSH seals cannot be obtained in time for competition in a single event, engine owner and or competitor "must" have authorized NeSmith/RUSH engine rebuilder of their choice contact RUSH Series Directors to receive permission and instructions on obtaining "approved" temporary seals in order for engine to compete. RUSH Competition Director can also install "approved" temporary seals in this situation. Temporary seals will "only" be permitted on repaired engines for events that are designated by RUSH Series Directors.
5. NO CHANGES ARE ALLOWED TO THE ENGINE - INTAKE MANIFOLD, HEADS, VALVE COVERS, FRONT COVER, OIL PAN, HARMONIC BALANCER OR ANY OTHER PART / OR PARTS ON / OR IN ENGINE.

A) After much research Crate Racin' USA Dirt Late Model Series officials, along with GM Officials, have determined on some cases that original factory cylinder heads and valve springs do not meet the required correct install height. To correct this, shimming will be allowed to meet the correct install heights listed in the chart below. These updates will be published in a forthcoming version of the GM Technical/ Specification Manual.

Valve Spring Specifications – New				
Description		88958602	88958603	88958604
Valve Spring P/N		10212811	12551483	12551483
Valve Spring P/N -set of 16		n/a	12495494	12495494
Diameter (+/- .010")	(A)	1.250"	1.340"	1.340"
Free Height (+/- .015")	(B)	2.021"	2.154"	2.154"
Installed Height (Ok to shim to proper height)	(C)	1.70"	1.780"	1.780"
Pressure @ Installed Height (+/- 5 lbs)	(D)	80 lbs.	110 lbs.	110 lbs.
Open Height	(E)	1.270"	1.300"	1.300"
Open Pressure (+/- 10 lbs)	(F)	195 lbs	270 lbs.	270 lbs.
Coil Bind	(G)	1.20"	1.21"	1.21"
Wire Diameter		.177"	.178"	.178"

6. **New Beehive (blue) Valve Springs:**

Valve Spring Specifications – New (Blue) Beehive Valve Spring		
Description	Engine	19318604
Fast Burn Cylinder Head		19300955
Valve Spring P/N -16		12625033
Valve Spring P/N –Retro Conversion Kit		19300952
Diameter Top (+/- .008")		1.060"
Diameter Bottom (+/- .008")		1.270"
Free Height (+/- .015")		2.122"
Installed Height (Ok to shim to proper height)		1.780"
Pressure @ Installed Height (+/- 5 lbs)		98 lbs.
Open Height		1.300"
Open Pressure (+/- 13 lbs)		264 lbs.
Coil Bind		1.210"
Wire Diameter		Ovate

7. NO VACUUM PUMPS.

8. ALL CRATE ENGINES MUST REMAIN STOCK AS THEY CAME SEALED FROM THE FACTORY. CRATE ENGINES MUST NOT BE ALTERED, MODIFIED OR CHANGED FROM FACTORY SPECS.

9. ENGINE'S GM SERIAL NUMBER AND WHEN APPLICABLE CRATE USA BUILD CERTIFICATION NUMBER, MUST BE CLEARLY VISIBLE TO SERIES TECHNICAL INSPECTORS.

10. RUSH Racing Series Officials reserve the right to technically inspect, exchange and/or confiscate any GM Crate Engine at any time. Failure to surrender the engine and/or submit the engine for inspection equals disqualification for the night's event (loss of points and money), loss of all Series points to date, suspended from all RUSH-sanctioned Series competition for 365 days, and fined \$1,000.

11. ANY VIOLATION OF THE ENGINE RULES AND/OR FACTORY SPECS INSIDE THE SEALING SYSTEM OF THE ENGINE WILL equal disqualification for the night's event (loss of points and money), loss of all Series points to date, suspended from all RUSH-sanctioned Series competition for 365 days, an indefinite probation, and fined \$1,000. The engine may be impounded immediately.

AFTER THE SUSPENSION PERIOD, THE DRIVER AND/OR OWNER CAN ONLY COMPETE IN SERIES' EVENTS WITH AN ENGINE EQUIPPED WITH ORIGINAL FACTORY GM SEALING BOLTS, OR CRATE USA SEALS FROM AN AUTHORIZED REBUILDER APPROVED AND, AUTHORIZED BY CRATE RACIN USA OFFICIALS. DRIVER AND/OR OWNER WILL BE NOTIFIED IN WRITING OF SERIES DECISION. ALL DECISIONS ARE FINAL.

For subsequent violations in regard to any illegal modification to any GM Performance Parts Crate Engine an indefinite suspension will be issued.

12. ANY VIOLATION OF THE ENGINE RULES AND/OR FACTORY SPECS "OUTSIDE THE SEALING BOLTS" OF THE ENGINE WILL RESULT IN THE DRIVER AND/OR BEING DISQUALIFIED FROM THAT EVENT (LOSS OF POINTS AND MONEY). AT THE SERIES DISCRETION, DRIVER AND/OR OWNER MAY BE SUSPENDED FROM SERIES COMPETITION FOR UP TO 30 DAYS, AND FINED UP TO \$500. DRIVER AND/OR OWNER WILL BE NOTIFIED IN WRITING OF SERIES DECISION, ALL DECISIONS ARE FINAL.

ENGINE SETBACK:

1. ENGINE SETBACK WILL BE 6" FROM CENTER OF TOP BALL JOINT TO THE #1 SPARK PLUG WITH A 1-INCH TOLERANCE ON ENGINE SETBACK. THERE WILL BE A 50-POUND PENALTY FORWARD OF THE MOTOR PLATE FOR EACH 1/2-INCH OF SET BACK BEYOND SEVEN (7) INCHES OF ENGINE SETBACK. NO CARS WITH MORE THAN AN EIGHT (8) INCH ENGINE SETBACK WILL BE ALLOWED TO COMPETE.

CARBURETOR:

1. One four-barrel carburetor only. The 604 and 602 Chevrolet Performance Circle Track engines perform best with a quality 650 CFM Carburetor. Any 750 CFM or smaller carburetor allowed; must have 1 11/16" base plate maximum.
2. ENGINE MUST BE NATURALLY ASPIRATED.
3. **604** - MAY USE ONE CARBURETOR SPACER (1 INCH-ONE PIECE WITH .040 TOLERANCE MAXIMUM) AND TWO STANDARD PAPER GASKETS (MAXIMUM 0.070 INCH THICK), ONE GASKET BETWEEN INTAKE TO SPACER AND ONE GASKET BETWEEN SPACER TO CARBURETOR.
4. **602** - MAY USE ONE CARBURETOR SPACER (2 INCH-ONE PIECE WITH .040 TOLERANCE MAXIMUM) AND TWO STANDARD PAPER GASKETS (MAXIMUM 0.070 INCH THICK), ONE GASKET BETWEEN INTAKE TO SPACER AND ONE GASKET BETWEEN SPACER TO CARBURETOR

DISTRIBUTOR:

1. ANY ELECTRONIC DISTRIBUTOR-TYPE IGNITION SYSTEM. NO CRANK TRIGGER, DISTRIBUTORLESS MULTI-COIL, OR MAGNETO IGNITION SYSTEM.

STARTER:

1. ALL CARS MUST HAVE STARTER IN WORKING ORDER.

WATER PUMP:

1. CAST OR ALUMINUM PERMITTED.
2. NO ELECTRIC WATER PUMP.

EXHAUST:

1. COLLECTOR TYPE HEADERS REQUIRED. MUST HAVE FOUR (4) TUBES INTO ONE (1) COLLECTOR OF A CONSISTENT DIAMETER.
2. MUFFLERS NOT REQUIRED UNLESS TRACK MANDATES. WHEN MANDATED MUFFLER'S MUST HAVE SOME TYPE OF INTERNAL NOISE DAMPENING CHARACTERISTICS, BAFFLES, EXTRUDED HOLES, SCREEN, CHAMBERED, ETC. MUFFLER'S MUST MEET LOCAL SPEEDWAY'S NOISE DECIBAL REQUIREMENTS.
3. NO TRI-Y HEADERS OR MERGED HEADERS ALLOWED
4. NO SQUARE-TUBE HEADERS ALLOWED

FUEL/FUEL CELL/FUEL PUMP:

1. AN APPROVED FUEL CELL (32-GALLON MAXIMUM) MUST BE SECURELY MOUNTED IN THE TRUNK AREA OF THE CAR, INSIDE A .20 GAUGE METAL BOX SUPPORTED BY A MINIMUM OF TWO 2" BY 1/8" STEEL STRAPS.
2. ALL FUEL CELLS MUST BE COMPLETELY VISIBLE FROM REAR OF CAR.
3. Gasoline or racing gas **only**. E-85, Ethanol is legal and can be checked for content (see #4 for specifics). **NO** methanol, **NO** alcohol, **NO** nitrous oxide, **NO** propylene oxide, **NO** nitroethane or other performance enhancing chemical additives. Fuels must have a specific gravity of less than .761. Any fuel with a specific gravity of .762 or greater will be disqualified. **(Recommended fuels: Sunoco Race Fuels 260-GT, Sunoco Race Fuels 260-GT Plus, Sunoco Race Fuels E-15, or Sunoco Race Fuels E85R - pale green in color, ONLY colored E85 allowed)**
4. E-85 fuel is allowed. Fuel must check 85% Ethanol with a 5% maximum variance (maximum 90% Ethanol). Season blends at the pump vary greatly for street cars. For best performance and the fewest problems, make sure E-85 meets this spec. It is your responsibility to know what you're putting in your fuel tank. E-85 testers are readily available and easy to use to insure you're within the rules. E-85 fuel testers can be purchased from your local race parts distributor. Quick Fuel and Willy's have very affordable testers ranging from \$16-25.

E-85 must remain a natural, clear color; any sample taken of any other color will be tested as gas. **(Exception- Sunoco Race Fuels E85R- Pale Green in color, ONLY colored E85R allowed.) (Pale discoloration for top end lube or corrosion inhibitors is acceptable)**

E-85 engines must have a smooth idle like everyone else. Make sure carburetor is properly adjusted. Any car with erratic idle may not be allowed on the track until properly adjusted.

5. It is the racers' responsibility to know what he or she is putting in the fuel cell. Series reserves the right to check fuel anytime. Three samples will be taken by RUSH or Track Official. Each sample will be identified as sample #1, sample #2, and sample #3. Sample #1 will be retained by Series and sent to lab; sample #2 will be given to selected fuel's driver/owner; and sample #3 will be retained by Series to be utilized as a tie-breaker in the event any issues may occur with samples #1 & #2. In the event driver/owner chooses to send sample #2 to be analyzed, RUSH must approve selected lab. Fuel samples not conforming to RUSH Late Model Series Fuel rule will be deemed illegal.
6. **PENALTIES FOR FUEL VIOLATIONS OR FAILURE TO ALLOW FUEL SAMPLE TO BE TAKEN:**
Disqualification from event (loss of points and money) in addition to the following penalties:
 - First Offense: \$500 fine & 30-day suspension from any RUSH-sanctioned event
 - Second Offense: \$1,000 fine & 90-day suspension from any RUSH-sanctioned event.
 - Third Offense: \$2,000 fine & 365-day suspension from any RUSH-sanctioned event.

ALL DECISIONS ARE FINAL.

7. MECHANICAL FUEL PUMP ONLY, CAM DRIVEN OR BELT DRIVEN, NO ELECTRIC FUEL PUMPS.

ENGINE PROTESTS/SELECTION:

1. The protest fee for a complete teardown of an engine that finishes the A main in the top five is \$900, and must be made by a driver/owner that finishes in the top five. \$250 of protest fee will go to Series or Track and the remaining \$650 will go to the winner of the protest.
2. Protest and fee in cash must be made to a RUSH Tech Inspector, Race Director, or Track Tech Inspector within 10 minutes of the completion of the feature. Protest cannot be withdrawn once it has been declared.
3. At any time an engine is protested and driver/car owner accepts protests and agrees to tear down, the engine being protested must be removed and impounded by Series/Track right then. Protested engine will be tagged by RUSH Official to insure that it has not been tampered with and it is the same engine. Any refusal at this point for

any reason will result in disqualification, \$1,000 fine, and 365-day suspension from all RUSH-sanctioned Series competition.

4. *If protested car is to race successive RUSH-sanctioned events within 72 hours (three days) the following will apply:* RUSH Series Officials reserve the right and also grants the right to RUSH-sanctioned speedway tech officials to seal or otherwise identify the protested engine to allow the car to compete in successive events within 72 hours (three days). Further postponement of tear-down will be at the discretion of RUSH Directors/Officials. The driver and/or owner has the option whether to surrender the engine on the night it's protested or have it identified and retained for the successive races. However, if the driver chooses to compete with the engine after its selection for tear down, and that engine is found to be out of compliance with RUSH Technical/Engine rules, the driver will be disqualified from all races entered after the engine was protested, in addition to the race when engine was protested. RUSH *may* assess penalties for *each* race in which the selected engine was used after its selection, if it is found to be illegal. If the engine is found to comply with all applicable rules, then driver/owner will be awarded all money and points earned for each event.
5. Any RUSH-sanctioned race track and/or RUSH Series Director(s) are authorized to call for an engine inspection or tear down *at any time*. Tear down and inspection will be performed by RUSH Tech/Competition Director. If this happens, Track/Series will remove engine at race track and impound until inspection day can be arranged for all parties involved. (See paragraph number four for procedures if selected car is to race in successive events.)
6. At this time, the feature finish will be frozen until inspection is complete. 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.
7. Failure and/or refusal to tear down an engine and/or for your race car to be inspected by Series at any time will result in a 365-day suspension from all RUSH-sanctioned Series competition, and \$1,000 fine.
8. Inspection location will most likely be at RUSH office/garage located at 4368 Route 422, Pulaski, PA 16143. Although other inspection locations could be selected. There will be no dispute over RUSH Official's choice of location.
9. Only 3 people from protested car (preferably car owner, driver, and crew member) and 1 person designated from the team protesting will be allowed in the tech area during a protest. Protestor must be present during the entire teching procedure. 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 RUSH Official.
10. Note: All removed original GM Bolts and/or NeSmith Seals must be returned immediately to the RUSH Office.
11. Engine infractions "within the bolts" results in a \$1,000 fine, 365-day suspension from all RUSH-sanctioned Series competition, and loss of all points to date for both driver and car owner (if different from driver). Additional fines may be assessed if protested or selected engine for teardown was permitted to compete in consecutive events (see paragraphs numbered four and five).
12. See Appeals Process below.
13. In the event that the series confiscates engine, for inspection, and said engine is found to be legal, and comply with the all the rules, the "Series" will provide a full GM gasket set, and the seals to reassemble engine at no charge to the authorized rebuilder and engine owner. If engine is protested by another racer for inspection, the engine owner is responsible for all expenses required for reassembly.

BODY (See illustrations at the end of this Rulebook for further body specifications):

1. CRATE RACIN' USA BODY RULES WILL APPLY. NO RAISED OR GURNEY LIPS OF ANY TYPE ALLOWED ON BODY. DOORS AND QUARTERS MUST BE FLAT, OR MAY HAVE AN OUTWARD BODY ROLL. NO DOORS OR BODY PANELS ALLOWED TO BE ROLLED OR CURVED INWARD. NO TUNNELING OF ANY TYPE ALLOWED UNDERNEATH BODY, ALONG FRAME, OR AROUND FUEL CELL AREA. A STONE SHIELD FOR REMOTE OIL FILTER OR TRANSMISSION IS ALLOWED, 24" X 24" MAXIMUM LOCATED NEAR REAR ENGINE PLATE. (See illustrations at the end of this Rulebook for further body specifications).

2. 8" spoiler rule (see body diagram for more details).
3. THE AEROTECH DOMINATOR NOSE PIECE IS ALLOWED.
4. Deck height: may be dropped no more than a maximum of 4 inches below the door; and must be enclosed at firewall.
5. NO mirrors.
6. NO radios.
7. RACEceiver is mandatory at all Tour events and may be mandatory at Weekly events (see each track's rules). Transponders are mandatory at tracks and events that require them.

FRAME:

1. ALL FRAMES MUST BE OF STEEL CONSTRUCTION. Note: Aluminum, titanium or other 'exotic' material is not permitted on any part of the frame.
2. SQUARE OR RECTANGULAR FRAME MUST HAVE A MINIMUM OF 2" BY 2" MATERIAL, .083 WALL THICKNESSES.
3. ROUND TUBE FRAME, TUBING MUST HAVE A MINIMUM OF 1-3/4" OUTSIDE DIAMETER, .083 WALL THICKNESSES.

WHEELBASE:

1. Minimum wheelbase will be 102".

ROLL CAGE:

1. ALL CARS MUST HAVE A SUITABLE STEEL ROLL CAGE PROTECTING THE DRIVER'S COMPARTMENT, INCLUDING HEADREST. (Note: Titanium or aluminum is not permitted)
2. SIDE ROLLBARS ARE MANDATORY, AND MUST EXTEND INTO THE DOOR PANELS. A MINIMUM OF THREE (3) BARS MUST BE ON THE LEFT SIDE.
3. EACH BAR MUST BE AT LEAST 1 - 1/2" DIAMETER, WITH A MINIMUM MATERIAL THICKNESS OF .083".
4. ROLL CAGES MUST BE WELDED TO FRAME.

TRANSMISSION:

1. MUST HAVE AT LEAST ONE FORWARD AND ONE REVERSE GEAR IN WORKING ORDER.
2. NO STRAIGHT DRIVES OR IN AND OUT BOXES.
3. DRIVE SHAFTS MUST BE PAINTED WHITE - CARBON FIBER DRIVE SHAFTS ARE LEGAL.
4. BALLSPLINE TRANSMISSIONS-STRONGLY RECOMMENDED TO RUN CARBON FIBER DRIVE SHAFT ONLY! (This is for your safety)

REAR ENDS:

1. Titanium moving parts with rear end including wheel studs is prohibited.

BRAKES:

1. STEEL BRAKE ROTORS ONLY--NO CARBON FIBER BRAKES, TITANIUM BRAKES OR OTHER EXOTIC MATERIAL BRAKE SYSTEMS.

WHEELS:

1. ANY BRAND OR TYPE OF WHEEL ALLOWED MUST BE MOUNTED WITH LUG NUTS; however, carbon fiber or titanium wheels are not permitted.
2. NO KNOCK-OFF OR CENTER LOCK WHEELS.
3. MAXIMUM WHEEL WIDTH - 14".

TIRES:

8. HOOSIER D21 AND D55 STAMPED CRATE RACIN' USA AND SHOULDER PLATED TIRES WILL BE DUROMETERED AND CRATE RACIN' USA D21 MUST PUNCH 46 OR HARDER WHEN CHECKED COLD, AND CRATE RACIN' USA D55 MUST PUNCH 60 OR HARDER WHEN CHECKED COLD.

There is to be NO grooving, siping or needling of the Crate Racin' USA D21. **Effective January 1, 2016, a simple groove to the factory provided mold marks in the block area of the Hoosier Crate Racin USA D21 will be permitted to extend the life of the tire by giving fresh "edges" after a heat cycle.** Light buffing is permitted, but MUST be done in a manner as to NOT create a sipe (cut/split) in the surface of the rubber. Note: Small cuts that are not consistent with a buffing pattern MAY be acceptable. Rule of thumb: If you can see it, it's too deep; if you can feel it, it's way too deep. (See the tech official for a ruling before competition).

Grooving and siping is permitted on the Crate Racin' USA D55.

Altering tires by any means of needling or chemical treating is strictly prohibited!

Note: Newly-sanctioned speedways will be permitted a burn-off period for previously allowed tires determined by Series Directors.

9. Series may take physical samples and/or use the "Sniffer" to insure that no competitor has employed any chemicals to alter the performance of his or her tires. At the sole discretion of race officials, any competitor may have his or her tires tested with the "Sniffer" for both internal and external introduction of chemicals or be required to allow samples to be taken for later submission to an independent laboratory, or both. Three samples will be taken per selected tire; samples will be taken by RUSH or Track Official. Each sample from selected tire will be identified as sample #1, sample #2, and sample #3. Sample #1 will be retained by Series and sent to lab; sample #2 will be given to selected tire's driver/owner; and sample #3 will be retained by Series to be utilized as a tie-breaker in the event any issues may occur with samples #1 & #2. In the event driver/owner chooses to send sample #2 to be analyzed, RUSH must approve selected lab. Tire samples not conforming to manufacturer's submitted factory benchmark will be deemed illegal.
10. IT IS THE DRIVERS RESPONSIBILITY TO KNOW WHAT IS ON THEIR RACE CAR AT ALL TIMES. ANY USED WHEELS OR TIRES THAT MAY BE SUSPECT BY THE DRIVER SHOULD NOT BE USED. THE DRIVER OR A CREW MEMBER MAY BE IN TECH AREA TO VIEW WHAT IS BEING TESTED, BUT **WILL NOT** BE ALLOWED TO VIEW "THE SNIFFER" READINGS. THAT INFORMATION IS THE SOLE PROPERTY OF CRATE RACIN' USA/RUSH, AND DRIVERS WILL BE NOTIFIED SIMPLY IF THEY PASS OR FAIL.
11. IF "THE SNIFFER" DETERMINES THERE IS AN UNAPPROVED CHEMICAL PRESENCE WHETHER INSIDE THE TIRE, WHEEL, OR OUTSIDE THE TIRE, OR WHEEL, DRIVER(S) WILL BE DISQUALIFIED FOR THE REMAINDER OF THE RACING EVENT. TIRE(S) IN QUESTION WILL BE CONFISCATED, AND DRIVER/AND OR CAR OWNER MAY BE FINED AND COULD BE SUSPENDED AT SERIES OFFICIALS DISCRETION. DRIVER AND OR CAR OWNER WILL BE NOTIFIED IN WRITING OF DECISION, **ALL DECISIONS ARE FINAL.**

ANY TIRE THOUGHT TO BE PHYSICALLY DEFACED OR ALTERED WILL BE CONFISCATED. WHILE TIRE IS IN QUESTION ALL MONEY, AND POINTS FOR THAT DRIVER WILL BE HELD UNTIL A RULING IS MADE

FINAL. ANY TIRE DEEMED TO HAVE BEEN PHYSICALLY DEFACED OR ALTERED WILL RESULT IN THE FOLLOWING:

PENALTIES FOR ILLEGAL TIRES: PENALTIES FOR ANY TIRE FAILING INSPECTION WILL BE AS FOLLOWS.
FIRST OFFENSE, \$500 FINE & 30-DAY SUSPENSION FROM ANY RUSH-SANCTIONED EVENT.
SECOND OFFENSE, \$1,000 FINE & 90-DAY SUSPENSION FROM ANY RUSH-SANCTIONED EVENT.
THIRD OFFENSE \$2,000 FINE & 365-DAY SUSPENSION FROM ANY RUSH-SANCTIONED EVENT.
FAILURE TO ALLOW ANY TIRE/TIRES TO BE CONFISCATED WILL RESULT IN ADDITIONAL \$500 PER TIRE FINE, IN ADDITION TO ANY OTHER FINES AND PENALTIES. **ALL DECISIONS ARE FINAL.**

WARNING: RUSH, CRATE RACIN' USA AND HOOSIER RACING TIRES STRICTLY FORBIDS ANY CHEMICAL ALTERATION OF THE TIRE CARCASS AND/OR TREAD COMPOUND, SUCH AS TIRE SOAKING OR USE OF TREAD "SOFTENER." RUSH, CRATE RACIN' USA AND HOOSIER RACING TIRE STRICTLY FORBIDS THE PHYSICAL DEFACEMENT (REMOVAL, ALTERING, OR COVERING) OF TIRE SIDEWALL MARKINGS IN ANY MANNER. FAILURE TO COMPLY WITH THIS WARNING COULD RESULT IN PREMATURE OR CATASTROPHIC TIRE FAILURE AND MAY RESULT IN SERIOUS INJURY OR DEATH.

WEIGHT:

1. GM CRATE ENGINE #88958602 – 2200 LBS. (1-lb per green flag lap burn off in the feature only)
2. GM CRATE ENGINE # 88958604 - 2350 LBS (1-lb per green flag lap burn off in the feature only)
3. Bilstein Bandits Championship Program participants:
 - a. GM CRATE ENGINE #88958602 – 2175 LBS. (1-lb per green flag lap burn off in the feature only)
 - b. GM CRATE ENGINE # 88958604 - 2325 LBS (1-lb per green flag lap burn off in the feature only)
4. ATTACHED WEIGHT MUST BE SECURELY BOLTED TO FRAME WITH 1/2" OR LARGER BOLTS. WEIGHT MUST BE PAINTED WHITE WITH CAR NUMBER DISPLAYED. PENALTY FOR LOSING ATTACHED WEIGHT ON THE RACE TRACK IS DISQUALIFICATION FROM THE EVENT.

SHOCKS:

Shocks, used in any position on the race car, including shocks utilized as wrap-up dampers, or lift bar or torque arm dampers, must be constructed of magnetic steel or aluminum. Shock dampers of the "thru rod" style are not permitted. Remote reservoirs are permitted. Each shock may have a maximum of two external adjustment mechanisms. External reservoir may only have one external adjustment. Adjuster mechanisms may not be hidden by the rod end. All adjusters must be located on the shock body, on the shock rod, or on the remote reservoir; cockpit adjustment is not permitted. No remote adjustment of shocks is permitted, including electronic adjustment whether hard wired or wireless.

Damper devices that are or can be referred to or defined as an "inertor" or referred to or defined as a "j-damper" are not permitted anywhere on the car.

STACKED SPRING:

One spring per shock; no dual stacked springs on any shock. Traditional take up springs will be permitted providing they carry no functioning rate (must be able to fully compress by hand).

BILSTEIN BANDITS CHAMPIONSHIP PROGRAM:

Drivers wishing to participate in the Bilstein Bandits Championship Program must complete the Participation Form and be a RUSH Weekly Series Member prior to competing.

Only RUSH Late Model Series shocks by Bilstein or CR USA shocks by Bilstein may be used in competition when competing in the RUSH Bilstein Bandit Series. The part numbers that may be used are:

RUSH RF 12-2, RUSH RF 9-3, RUSH LF 2.5-2.5, CR USA LF 2.5-2.5, RUSH LB 5-3, CR USA LB 5030, RUSH RR 3.5-1.5, CR USA RR 3.5-1.5, RUSH LRF 2.5-2.5, CR USA LRF 2.5-2.5, RUSH LRF 0-6, CR USA LRF 0-6, RUSH LRB 3-6, CR USA LRB 3-6, RUSH LRB 3-9, CR USA LRB 3.9

Weight Rule:

- a. GM CRATE ENGINE #88958602 – 2175 LBS. (1-lb per green flag lap burn off in the feature only)
- b. GM CRATE ENGINE # 88958604 - 2325 LBS (1-lb per green flag lap burn off in the feature only)

Note: Participants must display a Bilstein Bandits Weight Sticker on both sides of car near rear window area. Sticker will be sent to participants upon receipt of Bilstein Bandits Participation Form

In order to further insure that all competitors are racing on unaltered shocks, competitors agree to allow race car to be inspected by RUSH and/or Track Officials at any time and for any reason, and agree to immediately relinquish any one or all shock(s) from any position or all positions on his or her race car to tech officials as a swap. Competitor must accept from tech officials a shock(s) of the same valving part number in return for the shock(s) relinquished. Refusal of a driver to accept the “swap” will disqualify the driver from participation in the Bilstein Bandits Championship Program.

Shocks may not be altered in any way; shock shafts may not be shortened nor strategically bent to seek a handling advantage, gas pressure must not have been altered, and no tampering with the pistons, seals, oil, shock body or valve stack is allowed. RUSH Late Model Series competitors agree to willingly relinquish any shock that comes into question to RUSH Late Model Series tech officials for dyno testing and inspection to determine whether it is, or is not, a legal, unaltered shock. Shock(s) confiscated for further testing will be tagged by a numbered wire seal with Bilstein part numbers and wire seals documented on an official RUSH Shock Confiscation form.

If, upon dyno testing and inspection, it is determined that the gas pressure, seals, piston, oil, shock tube, rod, or valving has been altered in any way, the shock absorber will be determined illegal and RUSH Late Model Series published penalties will apply.

If at any time at a RUSH-sanctioned event, a driver is found to have a shock installed on his or her car other than those specified in the program, that driver will forfeit all Bilstein Bandits Championship Points awarded from the start of the driver's participation to the date of the failed inspection. Nothing in this rule prevents a driver from re-entering the Bilstein Bandits Championship program, starting with a new application and starting at a subsequent event with a balance of zero points.

EXOTIC MATERIALS:

NOTE: All exotic materials are illegal, which includes titanium and/or carbon fiber. EXCEPTION: As noted above, carbon fiber driveshafts are legal for safety purposes.

PERSONAL SAFETY EQUIPMENT:

General

1. Each competitor is solely responsible for the effectiveness and proper installation, per the manufacturer's specifications, of personal safety equipment and determining it to be adequate for competition at every event. Each competitor is expected to investigate and educate themselves for continuing improvement regarding their own personal safety equipment.
2. RUSH Rules regarding safety equipment are the minimum and you will not be permitted to compete if your safety equipment does not meet the RUSH rules. Many tracks and or states require additional safety equipment not mandated by RUSH. Be sure to familiarize yourself with the requirements of each track. RUSH-sanctioned tracks and/or any track hosting a RUSH event will be required to enforce the RUSH safety rules completely without exception.

3. Each car will be equipped with minimum of an SFI 16.5 or SFI 16.1 approved restraint system, until the date of the belt expiration (two years from the date of manufacturer). Seat belt restraint systems shall be installed and used in accordance with manufacturer's instructions. In any type of manufacturer's installation the fasteners should be magnetic steel unless using type of mount in which the seat belt wraps around the roll cage.
4. Seat belt material should not be permitted to come in contact with any sharp or metal edge, including when the material passes through the seat.
5. Rolled and/or deburred and/or flanged edges or anywhere seat belt webbing passes through and may come in contact with abrasive edges are recommended.

Protective Clothing

1. All drivers will be required to wear a fire resistant driving uniform meeting minimum of the SFI 3.2A/5 specification and display a valid SFI 3.2A/5 label.
2. All drivers should wear fire resistant accessories including but not limited to; head sock, under garments, shoes, and socks. All drivers are required to wear fire resistant gloves. Shoes and gloves will be required to meet minimum of the SFI 3.3 specifications and display a valid SFI 3.3 label.

Seats

1. Aluminum and/or carbon fiber-type composite seats only will be permitted. If a carbon fiber-type composite seat is used it must meet the SFI 39.2 ratings. Aluminum seats with an FIA and/or SFI 39.2 rating are recommended. All seats must be mounted to the frame as required by the seat and chassis manufacturer. Full containment seat(s) and/or aftermarket bolt on head restraints are recommended.
2. All areas surrounding the head should have padding.
3. A right side head restraint net and/or support is recommended. All head restraint nets should be equipped with quick release mechanisms.

Helmets

1. All drivers will be required to wear a full-face helmet with a minimum safety rating of FIA 8860-2004, FIA 8860-2010, Snell SA 2005, Snell SA 2010, Snell SAH 2010 and/or a valid SFI 31.1/2005 label.
2. It is recommended that helmets should be fitted with the Eject™ helmet removal system.
3. Head and Neck restraints are strongly recommended. The head and neck restraint system must be mounted and connected to the helmet per the helmet manufacturer and head and neck manufacturer instructions. (Note: Please be advised that while we recommend the use of an approved head and neck restraint system, their use will be "mandated" starting January 1, 2016.)
4. Arm restraints are recommended and must be connected and used as instructed by the manufacturer.

Other RECOMMENDED

1. Sharp and/or protruding edges in and around the cockpit will not be permitted.
2. Windshield screens should be a minimum thickness of 0.090 inch and should be securely fastened to the roll cage.
3. Driver's side window nets are highly recommended.
4. A clearly marked electrical engine shut off switch within the reach of the driver.
5. A clearly marked fuel shut-off valve within reach of the driver.
6. Roll bar padding mandatory. Other cockpit padding, knee and steering pads recommended.
7. Driveline U-Joint scatter shields are recommended.

8. It is highly recommended all cars be equipped with either a 2-lb ABC fire extinguisher or a 5-lb. Halon System.
9. It is highly recommended all teams must have a fire extinguisher in the rear of their transporter with the car number clearly visible on the extinguisher. It is highly recommended the fire extinguisher be a minimum of 20lbs and is recommended to FFF type chemical and/or Dupont FE-36 and/or equivalent.

DRIVER SAFETY IS THE DRIVERS RESPONSIBILITY! THIS IS NOT THE AREA OF THE RACE CAR TO TRY AND SAVE MONEY, ANY MONEY SPENT ON DRIVER SAFETY WILL ALWAYS BE WELL WORTH IT!

GENERAL CAR INSPECTION:

All cars may be subject to technical inspection at any time. Any driver fails to cooperate and/or allow an inspection of his car at any time will be subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by the RUSH Series Officials.

MULTIPLE INFRACTIONS:

In the event driver and/or car is disqualified in post-race tech for the same non-"within the bolts" infraction twice (excluding tires, fuel, weight- see each rule for specific penalties), driver and car will be suspended for 7 days from all RUSH-sanctioned events. Each successive infraction will carry an additional 7-day suspension.

LEGALITY OF PARTS:

If RUSH or Track Tech Inspector is unsure of the legality of a part, said part will be sent to GM or to RUSH 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. **ALL ILLEGAL PARTS WILL BE CONFISCATED & DESTROYED!** Not allowing confiscating of parts is considered "cheating within the bolts" and said penalties will be imposed.

APPEALS PROCESS:

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

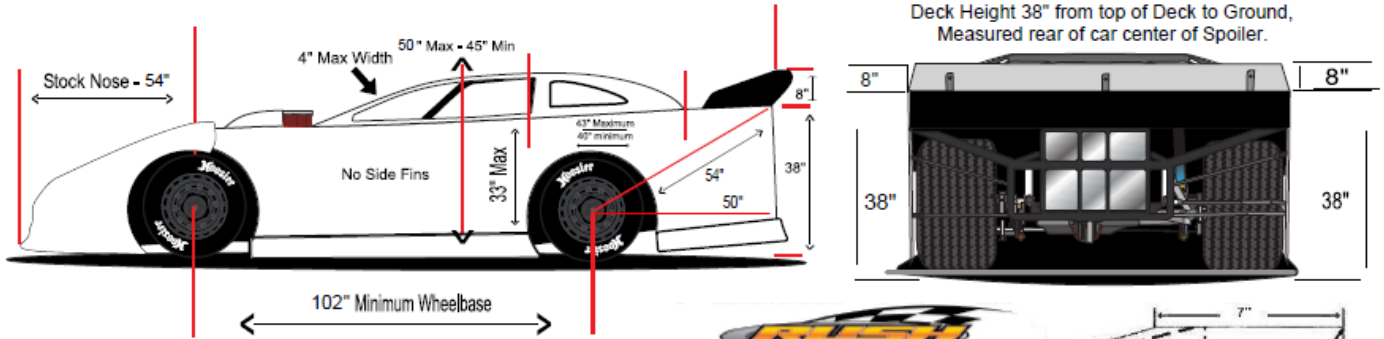
Drivers and Car Owners has the opportunity to appeal his or her sanction and must do so in writing accompanied by any relevant documentation. Appeal must be in writing the night of the protest to the Track if at a Weekly event or to Series if at a Touring event. In either case, a copy of the e-mail also MUST be faxed and/or e-mailed to the RUSH Office at 724-964-0604 or info@rushracingseries.com within 48 hours of violation.

RUSH will then 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 RUSH Racing Series.

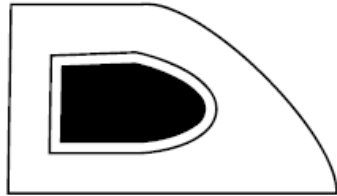
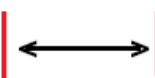
Following the appeal hearing with the violator, RUSH will conduct further follow-ups, meetings, hearings, etc. with any other necessary party. Judgment then will be rendered to the violator by a certified letter, return receipt.

Violator(s) agrees that the decision made will be final and party posting appeal has no legal rights thereafter. In the event of a protest, the party that protested also agrees to accept final ruling on decision and has no legal rights thereafter.

All body components 4" Min. above ground.
All body measurements are maximum unless otherwise specified.

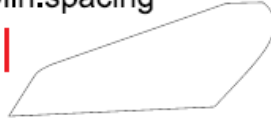


15" Min.
17" Max



*Rush Dirt Late Model Series
Spoiler Support Dimensions*

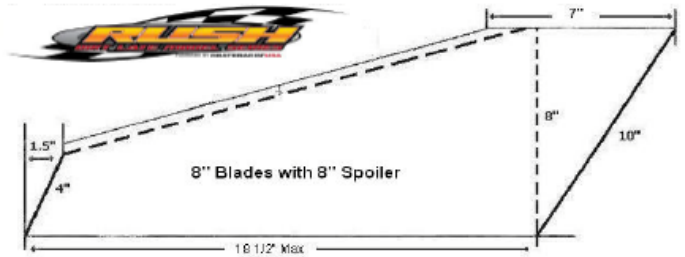
2" Min. spacing



40" Min.
43" Max

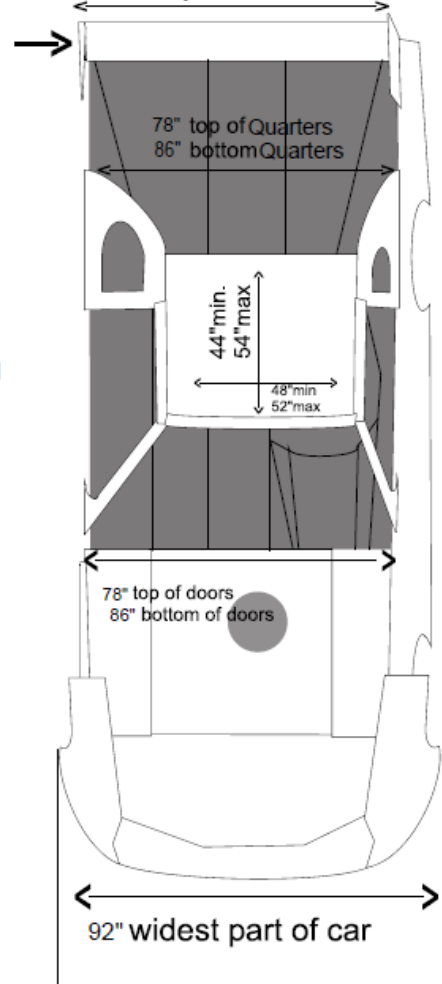


The Measurement of the spoiler is a total of all material including any turns, up or down, and includes support brace. Spoiler must meet template with 1 single break.



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

72" spoiler



Roof Supports

Front Roof Supports 4" Maximum With 12" flare max at bottom.
Rear Roof Supports or "C" Pillars, Window Openings Allowed but must be same size opening on left and right side, and can not be offset. If clear lexan is used IT MUST BE USED ON BOTH SIDES BOTH SIDES OPEN OR BOTH SIDES CLOSED. CURVED OR ARCED ROOF SUPPORTS ALLOWED, 3" MAXIMUM ARC ALLOWED AT WIDEST POINT, CHECKED WITH STRAIGHT EDGE, EXTENDED FROM ROOF EDGE TO DOOR EDGE.

