



2023 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* be added to the existing rules and/or procedures.

Contact Info:

RUSH Racing Series Directors: Vicki Emig (724) 674-6100/Cell & Mike Leone (724) 967-2363/Cell
4368 US 422, Pulaski, PA 16143
724-964-9300 (office phone)
E-mail: info@rushracingseries.com

Travis Harry (Competition Director): 814-676-9997 or 814-758-5737 (after 5 PM).
E-mail: travisharry1123@gmail.com

Website: www.rushlatemodels.com
Like us on Facebook at www.facebook.com/rushlatemodels
Follow us on Twitter @RUSHLM

The following guidelines shall be considered the "Official Rules and Specifications" for all events sanctioned by the RUSH Dirt Late Model Series.

Championship Series

"Touring Series" Championship (\$15,000 to-win paying a guaranteed 10 positions):

1. \$15,000 2. \$7,500 3. \$5,000 4. \$4,000 5. \$3,000 6. \$2,500 7. \$2,000 8. \$1,800 9. \$1,600 10. \$1,500 In addition, \$1,000 to Tour members in positions 11-15 in points that compete in 75% of the total Tour events, and \$500 to Tour members in positions 16-20 in points that compete in 75% of the total Tour events.

Must be a Touring member to be eligible for points and point fund monies. Points accumulated at each Marquee Event. Drivers/Car Owners can use Platinum Event(s) to replace their worst Marquee finish(es) and/or up to 2 for missed Marquee Events. (Please see Touring Series Rules & Procedures for more info.)

"Weekly Series Championship" (\$5,000 to-win paying 40 positions):

1. \$5,000 2. \$3,000 3. \$2,500 4. \$2,000 5. \$1,500 6. \$1,200 7. \$1,000 8. \$900 9. \$800 10. \$700 11. \$600 12. \$500 13. \$400 14. \$390 15. \$380 16. \$370 17. \$360 18. \$350 19. \$325 20. \$300 21. \$295 22. \$290 23. \$285 24. \$280 25. \$275 26. \$270 27. \$265 28. \$260 29. \$255 30. \$250 31. \$245 32. \$240 33. \$235 34. \$230 35. \$225 36. \$220 37. \$215 38. \$210 39. \$205 40. \$200.

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 **October 1**. Drivers best 12 point scores will be utilized (best two per week Monday through Sunday).

"Track Pack Bonus Program" (\$2,500 for each RUSH Weekly-Sanctioned Speedway):

1. \$1,000 2. \$500 3. \$400 4. \$300 5. \$200 6. \$100.

Tracks must Weekly-Sanctioned and schedule a minimum of eight RUSH-sanctioned events. **Note: The races at Delaware International Speedway and Georgetown Speedway will be combined into one "Track Pack"**. Must be a Weekly member to be eligible for points and point fund monies. RUSH Weekly Series point system is utilized. All events at each weekly-sanctioned track in 2023 will count; however, each member driver's worst point score will be excluded, which could include a missed event (example: If Track A completes 10 events, Track A's points will be based on best 9 point scores; if Track B completes 15 events, Track B's points will be based on best 14 point scores.)

"Futures Cup" (\$500 to-win paying 10 positions):

Must be a Weekly member, not be older than 19 years of age (**cannot turn 20 before July 1**), 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 Fund Clause: In the event of unforeseen circumstances, the RUSH Racing Series reserves the right to adjust any and all point funds.

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.

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.

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. Policy period is 1/1/23-1/1/24; however, coverage does not begin until membership is completed and paid. RUSH insurance benefits will cover the member driver after the tracks participant accident limit and driver's individual health insurance benefits are exhausted, but only at RUSH-sanctioned events.

Drivers that do not wish to become RUSH members, MUST complete the Non-Member Registration. RUSH Weekly Series Member Tracks have the ability to mandate membership in order to compete. In this case, drivers have the ability to purchase at temporary membership (available at speedway) at the cost of \$25 per event. Once driver purchases 5 temporary memberships, driver will become a full Weekly Series member with points and insurance benefits starting effective immediately. Points and insurance benefits are not retroactive. Membership forms are available at the following link <https://rushlatemodels.com/memberships.html> or can be purchased through the Pit Pay App <https://getpitpay.com/5lb>.

RUSH reserves the right to decline a membership or revoke a membership at any time.

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.

In the event of a tie for the Touring Series Championship, tiebreaker will be determined by the driver with the most wins, followed by the 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.

In the event of a tie for the Weekly Series, Track Pack or Futures Cup Championships, tiebreaker will be determined by the driver with the most high point scores followed by most second high point scores, etc. until the tie is broken (in essence most 112's, most 111's, most 110's, etc). 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.

AGE REQUIREMENTS:

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

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.

RUSH Series Officials reserve the right to hold payoff(s) of driver(s) selected for technical inspection(s). Payoffs will only be released to 1099 recipient(s) of selected driver(s) upon final technical inspection results and/or appeal process providing said inspection complies with RUSH Technical Rules. In the event selected driver(s) technical inspection results does not comply with RUSH Technical Rules and appeals process has been exhausted, said payoff will be adjusted and distributed to other competing racers.

RUSH Series Officials also reserves the right to withhold a driver's payoffs in the event said driver has a debt to the Series.

RUSH will mail the person or corporation designated on the membership form any purse or point fund payoffs. In the event of a car owner change, a new membership form must be completed. In the event of a car owner change midseason, point fund payoffs would be prorated based on performance (based on the program's specs, i.e. best 12 finishes or # of races run during Summer Chase) in all point funds other than Touring, which has a separate driver/owner point fund. A Form 1099 MISC by January 31 of the following year will be sent to the person or corporation that earned a minimum of \$600.00 during the year for any monies paid by Great Crate Racing Northeast, LLC D/B/A RUSH Racing Series, as required by the IRS.

SERIES' SPONSOR PRODUCT CONTINGENCIES AND DECALS:

The RUSH Late Model Series decal is required on both sides of the car. Recommended location: outer spoiler vertical blades. Sponsor decal package/logos link for body graphics usage is located at the bottom of the website sponsor page.

Required RUSH Series sponsor decals must be displayed prominently on both sides of the car at all events. Your car may be checked for decals at any time.

Certain product manufacturers award contingency product and/or money. The awards are dependent upon the manufacturer's decal being displayed on the racecar. To be eligible to receive the award from the manufacturers concerned, it is your responsibility to ensure that the correct decal is affixed to your racecar.

Please be aware that the Series' has no responsibility to pay the award, but only to provide the participant with the certificate previously agreed upon and contracted with the Manufacturer.

Contingency prizes will be awarded to the car owner of record. It is the responsibility of the participant to redeem contingency prize certificates and/or product by expiration date on certificate. Series will not be responsible for delivery and/or transportation of contingency prizes that were not available for pick-up on event date.

Keep in mind that sponsors only put money into the Series to gain exposure for their products; no exposure will eventually mean no money and smaller championship programs.

RUSH Racing Series Officials may refuse to allow a participant to compete in an event if it is determined at their discretion that any advertising and/or sponsorship or similar agreement is detrimental to the sport, the RUSH Racing Series, or the event promoter for any reason, including the image of the sport.

CONDUCT:

At RUSH Weekly Sanctioned events, the racing procedures and track conduct will be administered and enforced by track management and officials.

All RUSH Touring Series events will fall under the 2023 Touring Series Procedures.

1. All drivers, crew chiefs, car owners, crew members and/or team representatives 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 and/or physical abuse towards a RUSH Series Official may result in an immediate disqualification and/or fine and/or suspension and/or legal action and/or other action deemed appropriate by RUSH Series Officials.
2. Any driver or car owner that disparages RUSH in any publication, including all forms of social media and public forums may be subject to a fine and/or suspension and/or legal action and/or any other action deemed appropriate by RUSH Series Officials.
3. Any driver, during an event; a competitor, crew chief, car owner, crew member and/or team representative may be requested to report for consultation and/or technical inspection 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 disqualification, possible fine and/or suspension and/or any other action deemed appropriate by RUSH Officials.

Participants grant and assign to RUSH Racing Series, its affiliates and RUSH Racing Series Sponsors the non-exclusive rights and authority to use my image and likeness, including my name, nickname, initials, picture, photograph, animation, persona, autograph/signature (including facsimiles thereof), voice, biographical information, and/or any and all other identifying characteristics, including the image of my vehicle, whether portrayed in still or action pictures, drawings, or other artistic renderings, in connection with my participation in RUSH Racing Series Events and for any and all uses or purposes that publicize and promote RUSH Racing Series or any of its affiliates in any way in any and all media or formats.

ENVIRONMENTAL WARNING:

1. Any driver, car owner or crewmember found to be altering, by means of contaminating the racing surface or pit area or racing entrances and/or staging or technical inspection areas or ANY part of the event grounds or properties and nearby driveways will be disqualified. The local authorities and/or agencies may be notified and the violator(s) and their information may be turned over to these authorities at that time.
2. No race cars or vehicles including, but not limited to race trailers, or support vehicles or trailers will be allowed to carry or conceal, in marked, unmarked or using any form of misrepresentation of jugs or bottles or carrying devices of any type (with concerns to chemicals), for the purpose of altering, conditioning or changing a tire's baseline settings (from its original factory set baseline settings) will be allowed in or around the/any RUSH Series Event(s). All local authorities and applicable agencies may be called and the violators and their information will be turned over to these authorities at that time.

TECHNICAL RULES & REGULATIONS

It is ultimately the obligation of each participant to ensure that their conduct and equipment complies with all of the applicable rules, as they may be amended from time to time; any amendments supersede any previous rules regarding any technical and/or aspect. An amendment is effective upon the date of the publication of the amendment regardless of when a competitor receives the actual notice.

Any new components, including engine components, suspension components, body designs, frame designs and/or components of any type utilized in competition must be approved by RUSH Officials prior to being introduced into competition.

ENGINE:

1. GM part number 19370602, 19258602, 88958602, 19418602, 19431602, 19432602 or 19433602 & GM part number 88958604, 88959604, 88958604, 19370604 or 19433604; RUSH reserves the right to amend this list of approved engine part numbers.
2. All engines are to remain sealed from the factory. These engines are sealed at the intake manifold, cylinder heads, front cover, and oil pan with special GM twist-off bolts or GM cap seals. The original GM factory seals, bolt or cap type, must remain unaltered. Tampering, removal, or modifications of any type and/or broken factory seals, bolt or cap type will not be permitted and will result in an immediate disqualification from the event (loss of points and money). The engine may be impounded immediately for further inspection.
3. The exception to this will only be if a repair or rebuild is required. The repair/rebuild must be authorized by the RUSH Racing Series and/or Crate USA, at which time the engine may be repaired or possibly rebuilt per the guidelines set forth in the GM Technical Manual #88958668. Crate engines must not be altered, modified, or changed from factory specs, unless any such alteration, modification or change is approved by RUSH. RUSH Authorized Rebuilders will be notified of any such alteration, modification or change.

- In the event of a repair or rebuild only a RUSH or Crate Racine USA authorized rebuilder facility may install permitted seal tags on engine. RUSH Seals and Crate USA Generation V (black), Generation IV (green), Generation III (yellow), and Crate USA Gen V (light blue) seals permitted.

RM bolts, American Crate All Star Series (ACAS), DIRTcar, FASTRAK, NDRA, Crate USA Generation I (silver) or Crate USA Generation II (blue - Tyden Brooks) seals are NOT permitted. *To compete with any other sealing system, contact RUSH for approval.*

- Engines "must" be sealed in all of the above stated locations with either the "original" GM twist off bolt heads or GM cap seals, RUSH seal tags, Crate USA seal tags, or a combination of the "original" GM twist off bolts or cap seals and/or RUSH or Crate USA seal tags.
- The sealed engines must remain intact and not be tampered with; **any seals** that have been tampered with, removed, or modified, and/or broken will make the engine illegal and will result in an immediate disqualification from the event (loss of points and money). The engine may be impounded immediately for further inspection. Modifying any internal engine parts or changing the parts from stock as delivered sealed from the factory, other than those approved by RUSH, will result in disqualification for the night's event (loss of points and money), loss of all Series points to date in the division the infraction occurred in, suspension from all RUSH-sanctioned Series competition for 365 days, fined \$1,000, and an indefinite probation; penalties apply to both driver and car owner.
- In the event a repair must be made to an engine scheduled to compete in consecutive RUSH-sanctioned events or if RUSH seals cannot be obtained in time for competition in a single event, engine owner and or competitor "must" have authorized 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. Note: Once temporary seals are removed from engine, they must be immediately returned to the RUSH Racing Series Office.
- The permitted GM factory sealed crate engines must not be altered, modified, or changed from the GM specifications set forth in the GM Technical Manual #88958668; 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 the engine. Any alteration, modification or change must be approved by RUSH. RUSH Authorized Rebuilders will be notified of any such alteration, modification or change.
- After much research RUSH Series officials, along with GM Officials, have determined in 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(s) below.

604 Valve Spring Specifications – New		
Description		
Valve Spring P/N		12551483
Valve Spring P/N -set of 16		12495494
Diameter (+/- .010")	(A)	1.340"
Free Height (+/- .015")	(B)	2.154"
Installed Height (Ok to shim to proper height)	(C)	1.780"
Pressure @ Installed Height (+/- 5 lbs)	(D)	110 lbs.
Open Height	(E)	1.300"
Open Pressure (+/- 10 lbs)	(F)	270 lbs.
Coil Bind	(G)	1.21"
Wire Diameter		.178"

602 Valve Spring Specifications – New		
Description		
Valve Spring P/N		10212811
Valve Spring P/N -set of 16		n/a
Diameter (+/- .010")	(A)	1.250"
Free Height (+/- .015")	(B)	2.021"
Installed Height (<i>Shimming of valve springs NOT permitted</i>)	(C)	1.70"
Pressure @ Installed Height (+/- 5 lbs)	(D)	80 lbs.
Open Height	(E)	1.270"
Open Pressure (+/- 10 lbs)	(F)	195 lbs
Coil Bind	(G)	1.20"
Wire Diameter		.177"

10. New Beehive (blue) Valve Springs:

Valve Spring Specifications – New (Blue) Beehive Valve Spring		
Description	Engine	'604
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

11. No vacuum pumps.
12. Engine's GM serial number and when applicable RUSH or Crate USA build certification number must be clearly visible to Series' or track technical inspectors.
13. RUSH Racing Series Officials reserve the right to inspect, exchange and/or confiscate any GM Crate engine, or other specified engine component. In the event the engine or specified component is to be removed, it must be removed immediately by person(s) appointed by driver and/or car owner. Refusal to surrender an engine or other engine part for inspection, exchange or confiscation, will result in disqualification for the night's event (loss of points and money), loss of all Series points to date in the division the infraction occurred in, suspension from all

RUSH-sanctioned Series competition for 365 days, fined \$1,000, and an indefinite probation; penalties apply to both driver and car owner.

14. ANY VIOLATION OF THE ENGINE RULES AND/OR FACTORY SPECS INSIDE THE SEALING SYSTEM OF THE ENGINE WILL result in disqualification for the night's event (loss of points and money), loss of all Series points to date in the division the infraction occurred in, suspension from all RUSH-sanctioned Series competition for 365 days, fined \$1,000, and an indefinite probation; penalties apply to both driver and car owner.

After the suspension period, the driver and/or car owner can only compete in Series events with an engine equipped with original factory GM sealing bolts or cap seals, RUSH, and/or permitted Crate USA seals.

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

15. Any violation of the engine rules and/or factory specs outside the original GM twist-off bolt heads or cap seals and/or permitted Series seal tags on the engine will result in the driver and car being disqualified from that event (loss of points and money). Multiple infractions outside the sealing system will result in the penalties stated in the "Multiple Infractions" section of the rules.

ENGINE SETBACK:

1. A maximum of 25 ½"-inches from the center of the ball joint to the front of the motor plate/engine bell housing flange

ENGINE SELECTION/PROTEST:

1. 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*. Inspection and tear down will be performed by RUSH Tech/Competition Director. Person(s) appointed by driver and/or car owner will remove engine immediately at race track and track/Series will impound engine until inspection day can be arranged for all parties involved. (See paragraph number six for procedures if selected car is to race in successive events.)
2. The protest fee for a complete teardown of an engine that finishes the A main in the top five is \$2,000, and must be made by a driver/owner that finishes in the top five. \$300 of protest fee will go to Series or Track and the remaining \$1,700 will go to the winner of the protest.
3. The protest fee for a partial tear down of an engine that finishes the A main in the top five is \$1,500, and must be made by a driver/owner that finishes in the top five. \$300 of protest fee will go to Series or Track and the remaining \$1,200 will go to the winner of the protest. A partial tear down will include the following: cam profiled along with the timing components, lifters, and cylinder heads verified.
4. Protest and fee in cash must be made to a RUSH Tech Inspector, Race Director, or Track Tech Inspector within 15 minutes of the checkered flag of the feature. Protest cannot be withdrawn once it has been declared. Protested competitor cannot counter-protest in the same event.
5. 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 immediately by person(s) appointed by driver and/or car owner and impounded by Series/Track. Protested engine will be sealed by RUSH Official or person(s) appointed by RUSH to insure that it has not been tampered with, and to verify engine's identity. Any refusal to permit engine confiscation will result in disqualification for the night's event (loss of points and money), loss of all Series points to date in the division the infraction occurred in, suspension from all RUSH-sanctioned Series competition for 365 days, fined \$1,000, and an indefinite probation; penalties apply to both driver and car owner.
6. *If the protested car wishes to race in successive RUSH-sanctioned events within 72 hours (three days) the following will apply ONLY at the discretion of RUSH:* 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.

7. At this time, the feature finish will be frozen until inspection is complete. In the event of a disqualification, finishing position, points and monies would be adjusted accordingly.
8. 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 disqualification for the night's event (loss of points and money), loss of all Series points to date in the division the infraction occurred in, suspension from all RUSH-sanctioned Series competition for 365 days, fined \$1,000, and an indefinite probation; penalties apply to both driver and car owner.
9. 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.
10. Driver and/or car owner and one other representative of the team will be allowed in the tech area during the engine teardown. Only one representative from the team protesting the engine will be allowed in the tech area during the engine teardown. Additional attendees must be approved by RUSH pursuant to a written request. Protestor and protested driver and/or car owner along with the confiscated sealed engine and/or parts must be present at predetermined location. All parties must remain present during the entire teching procedure.
11. Note: All removed original GM bolts or cap seals, RUSH and/or CUSA Seals must be returned immediately to the RUSH Office.
12. Engine infractions "within the bolts" will result in disqualification for the night's event (loss of points and money), loss of all Series points to date in the division the infraction occurred in, suspension from all RUSH-sanctioned Series competition for 365 days, fined \$1,000, and an indefinite probation; penalties apply to both driver and car owner.
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.

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. All carburetors in competition must retain conventional style floats along with needles and seats. Maximum allowed fuel pressure is 12 psi.
3. All carburetors must have conventional Holley-style straight or down leg boosters; no exceptions.
4. Holley 26-342 or Holley 26-343 float bowl vent tube check valve is highly recommended.
5. Engine must be naturally aspirated.
6. **604** - May use one carburetor spacer (1" - one piece with 0.040" tolerance maximum) and two standard paper gaskets (maximum 0.070" thick). One gasket between intake to spacer and one gasket between spacer and carburetor. Carburetor spacer may not protrude down into intake manifold.

7. **602** - May use one carburetor spacer (2" - one piece with 0.040" tolerance maximum) and two standard paper gaskets (maximum 0.070" thick). One gasket between intake spacer and one gasket between spacer and carburetor. Carburetor spacer may not extend down into intake manifold.
8. Pipe plugs must remain in manifold heat crossover port on GM 602 crate engines.

DISTRIBUTOR/IGNITION:

1. Any electronic distributor-type ignition system. NO crank trigger, distributor less multi-coil, or magneto ignition system. No programmable ignition box. Only one ignition box permitted. Dual pickup distributor permitted; only one pickup in distributor can be utilized.
2. Competitor may be asked for electronic ignition at any time to be sent for testing and inspection. Failure to relinquish electronic ignition will result in disqualification and "refusal of tech" penalties.

BATTERY/STARTER:

1. Maximum one 16-volt battery. No lithium batteries.
2. Battery not permitted to be located in the driver's compartment/cockpit.
3. All battery supports and/or mounts must be secure and braced in two (2) horizontal positions and one (1) vertical position.
4. The battery terminals must be insulated and enclosed with a non-conductive material that will prevent contact with any part of the race car should the battery become dislodged from the battery mount.
5. One (1) mandatory battery disconnect switch must be installed on the rear deck, behind the driver seat, in a location that is easily accessible from the "outside" of the race car. The switch must be clearly labeled with off/on direction. The switch must be directly in-line with the NEGATIVE battery cable and be capable of completely disconnecting the NEGATIVE terminal of the battery from the race car. Negative or "ground" wiring connections must "not" be made anywhere from the battery negative terminal to the input side of the disconnect switch. An additional battery disconnect switch within the driver's reach may also be used.
6. All cars must have a starter in working order.

WATER PUMP:

1. Cast or aluminum permitted.
2. No electric water pump.

FAN:

1. Engine must be equipped with a mechanical fan.
2. No electric fan.

EXHAUST:

1. Collector-type headers required. Must have four (4) tubes into one (1) collector of a consistent diameter.
2. NO tri-y headers, merged headers, or square-tube headers allowed.

3. Mufflers not required unless track mandates. *When mandated, mufflers must have some type of internal noise dampening characteristics, baffles, extruded holes, screen, chambered, etc. Mufflers must meet local speedway's noise decibel requirements. External mufflers only.*

FUEL CELL/FUEL PUMPS:

1. All cars must have fuel cells that meet and/or exceed FT3 or SFI 28.3 specifications. The fuel cell must not exceed a 35-gallon capacity.
2. The fuel cell must be enclosed completely in a container that is a minimum thickness of 20-gauge magnetic steel and/or .060"-inch aluminum.
3. Fuel cell cap must be a threaded cap and/or ATL Part #TF751 1/4 Turn Bullet Cap, Schultz Racing Fuel Cell Parts #SFP-300 1/4 Turn Cap or similar 1/4 turn fuel cap.
4. The entire container must be visible for ease of inspection.
5. The fuel cell must be mounted behind the rear axle between the rear tires, a minimum of 4"-inches ahead of the rear bumper. The bottom of the fuel cell must not be any lower than the bottom of the rear end/quick change housing.
6. The fuel cell must be mounted with a minimum of two (2) .125" inch thick, minimum 2" width steel straps. Straps must fully encircle the fuel cell. Fuel cells that are mounted in a square tubing frame will be permitted. A minimum of 7/16"-inch ASTM Grade 8 bolts must be used to mount the fuel cell to the frame.
7. The fuel pick-up must be positioned on the top of the fuel cell and be constructed of steel. The fuel pick-up must have a check valve. Pick-ups on vertical sides prohibited.
8. For the purpose of inspection, the driver and/or crew must be prepared to drain fuel upon request for inspection and/or measurement.
9. Mechanical fuel pumps only; cam driven or belt driven style. Regulators permitted. Fuel injection system(s), electrical fuel pumps and/or any type of pressurized fuel system and/or additional reservoirs will not be permitted.

FUEL:

1. Only Sunoco Racing Fuel - Standard (commonly referred to as 110 and/or purple), Sunoco E85R or RUSH '91' will be the specified fuels permitted for competition in RUSH Racing Series sanctioned events. (Note: A burn-off of [2022](#) legal fuels at newly RUSH weekly-sanctioned speedways will be determined by Series Directors.) Additives and/or blending of any type including; methanol, alcohol, nitrous oxide, propylene oxide, nitro methane or other performance enhancing chemical additives will not be permitted. NO mixing of the Sunoco 110, Sunoco E85R or RUSH 91. Fuel may be tested from time-to-time and/or submitted for verification by designated RUSH Racing Series and/or Track Officials to Sunoco Race Fuels. **It is the racer's responsibility to know what he or she is putting in the fuel cell/system; and that the selected fuel is compatible with the fuel cell/system.**
2. 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.
3. Series Officials may amend the fuel rule for any event, and will inform competitors.

4. **PENALTIES FOR FUEL VIOLATIONS:** 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 plus all related lab testing costs.
 - Second Offense: \$1,000 fine & 90-day suspension from any RUSH-sanctioned event plus all related lab testing costs.
 - Third Offense: \$2,000 fine & 365-day suspension from any RUSH-sanctioned event plus all related lab testing costs.

ROLL CAGE & FRAME:

1. The minimum wheel base is 103" with a maximum wheel base of 105".
2. All frames must be fabricated from magnetic steel with a minimum of 2"-inches x 2"-inches or approved rectangular magnetic steel with a minimum material thickness of .083"-inches. Note: Aluminum, titanium or other 'exotic' material is not permitted on any part of the frame.
3. A minimum of 1.75" Outside Diameter magnetic steel tubing, 4130 Chrome Moly or DOM with a minimum material thickness of .083"-inches, will be permitted for frames that are fabricated from round tubing.
4. Rear bumpers that are stubbed may only extend a maximum of 8"-inches beyond the frame. Any stubbed rear bumper that extends further than the maximum of 8"-inches must be formed and directed 8"-inches toward the front of the car.
5. External rub rails will not be permitted.
6. It is recommended that all cars be equipped with a tow hook and/or strap for the purpose of towing.
7. All battery supports and/or mounts must be secure and braced in two (2) horizontal positions and one (1) vertical position.
8. All cars must have a roll cage fabricated from a minimum of 1 1/2" outside diameter with .065-inch seamless magnetic steel tubing.
9. The side roll bars and/or door bars must extend into the door panels.
10. A minimum of three (3) 1 1/2" outside diameter bars .065" in thickness must be utilized on the left side of the car in the door area.
11. Any of the bars that are utilized for the top portion of the roll cage, included, but not limited to the front and rear hoops, the top hoop, and the uprights, must extend a minimum of 1"-inch above the driver's helmet.
12. A stone shield for remote oil filters or transmission is permitted: maximum 24" x 24" located near the rear engine plate. A second stone shield abutting to the previous piece and securely attached to the right side frame rail is also permitted, maximum 36" in length x maximum 24" high tapering then to a maximum of 7" high.
13. All new frames and/or roll cages built on or after January 1, 2006 an additional vertical side brace on the left side in vertical alignment with the steering wheel is required.
14. All frames built on or after January 1st, 2006, must have the builder's unique serial number plate prominently attached to the left side roll cage upright. The plate must be welded in place. All characters on the plate must be a minimum of 1/2"-inch in height and the serial number must not exceed 8 characters.

DRIVER SIDE INTRUSION PLATES:

1. A minimum 1/8" (.125") thick **magnetic steel** intrusion plate on the driver's side door bars is mandated.
2. Approved installation:
 - A. Welded plates- Individual plates between door bars are permitted but must be weld around the perimeter of each opening. Minimum area covered is 16 inches by 26 inches.
 - B. A minimum of 16" x 26" plate bolted to fabricated 1/8" (.125") magnetic steel tabs, welded securely to the chassis, using a minimum of eight (8) x 3/8" Allen button head bolts. A minimum of three (3) fabricated 1/8" (.125") magnetic steel tabs and 3/8" Allen button head bolts required across top of the intrusion plate, a minimum of three (3) fabricated 1/8" (.125") magnetic steel tabs and 3/8" Allen button head bolts required across the bottom of the plate, and one (1) fabricated 1/8" (.125") magnetic steel tabs and 3/8" Allen button head bolt in each in the middle front and middle rear of intrusion plate.
 - C. A minimum of 16" x 26" plate bolted to a minimum of six (6) approved-design door bar clamps using the included 12 x 1/2" Allen button head bolts per the manufacturer's specification. A minimum of three (3) approved-design door bar clamps and the included six (6) x 1/2" Allen button head bolts required across top of the intrusion plate and three (3) approved-design door bar clamps and included six (6) x 1/2" Allen button head bolts required across bottom of intrusion plate. Vendor and part number must be clearly labeled on part.
3. Current approved-design door bar clamps – in order of submission:
 - Bicknell Racing Products – Part Number: BRP 9547
 - Wehrs Machine & Racing Products – Part Number: WM397
 - Allstar Performance – Part Number: ALL4198
 - (No other manufacturer has submitted a design for approval at this time)

TRANSMISSION/DRIVELINE AND DRIVELINE COMPONENTS:

1. A functional clutch must be used. Direct drives systems of any-type will not be permitted.
2. The transmission must be bolted to the engine it must have forward and working reverse gear(s) and must be able to shift to forward or reverse with engine running.
3. All cars must be equipped with a working self-starter.

DRIVESHAFT:

1. The driveshaft must be a minimum of 2"-inches in diameter. All drive shafts must be painted white.
2. Only one (1) drive shaft connected from the transmission to the center section of the rear end will be permitted.
3. A minimum of one (1) driveshaft hoop /sling must be fastened securely to the frame. It is recommended that two (2) driveshaft hoops / slings be used.
4. Ball spline transmissions are strongly recommended to run carbon fiber driveshafts only! (This is for your safety.)

STEERING COMPONENTS:

1. Only one (1) power steering pump allowed.
2. Electronic steering or electronic steering components will not be permitted.

3. All cars must be equipped with a quick-release-type steering wheel that is a full circle.

BRAKES, BRAKE COMPONENTS, WHEEL HUB:

1. Brake calipers must be manufactured of aluminum.
2. The brake caliper including brake caliper pistons must be used as produced by the brake caliper manufacturer.
3. Brake rotors must be manufactured of magnetic or stainless steel.
4. Brake rotors must be used as produced by the brake rotor manufacturer.
5. Wheel hubs must be manufactured of aluminum or magnesium; "wide 5" wheel bolt pattern must be used.
6. Wheel hubs must be used as produced by the wheel hub manufacturer.
7. The combined weight of the wheel hub, wheel bearings and seal, spindle nut and washers, brake rotor and attaching hardware, the axle cap, and the wheel spacer must not exceed 27 pounds.
8. No brake floaters permitted.

WHEEL, WHEEL DISCS, WHEEL SPACERS:

1. Only aluminum wheels will be permitted, maximum wheel width 14". "Knock-off" and/or single type wheel mounting systems will not be permitted.
2. The maximum front track width will be 90" and the maximum rear track width will be 88", measured from the outside edge of the tire to the outside edge of the tire.
3. Wheel covers: Only steel wheel cover fasteners permitted. It is highly recommended that wheel covers have a minimum of 5 mounting points. However, 5 and 3 mounting point wheel covers will be allowed for competition under the following conditions: Wheel covers having a minimum of 5 attachment points may continue to use steel dzus fasteners. Dzus fasteners must be made of steel only. Wheel covers having only 3 attachment points must be bolted-on at all 3 points utilizing a minimum 1/4" or 5/16" magnetic steel hex head bolt and an approved fastening (nut assembly) system.

Approved fastening (nut assembly) systems:

1. Precise Racing Products Part # WCBK
2. Keyser Manufacturing Part #100 7-101.
3. Wehrs Manufacturing Part # WM377A-312 Aluminum 5/16" / WM377S-312 Steel 5/16"
4. Triple X Chassis Part # SC-WH-7810 (for a 1" spring) / SC-WH-7820 (for a 1 3/8" spring)
5. Smith Precision Products Part # MC-516-18

Optional fastening systems that are equal or superior to the above-approved system will be readily approved at the sole discretion of Technical Officials.

4. Only aluminum wheel spacers will be permitted. Wheel spacers must not be fastened to the wheel.
5. The combined weight of the wheel, wheel hardware, wheel disc and fasteners, and tire must not exceed 40 pounds. *The maximum combined weight in this rule is based upon current tire rules and may need to be adjusted in the event of an alternate tire.
6. Bleeder valves of any kind will not be permitted.

TIRES:

1. Hoosier RUSH 25 and RUSH 55 are the only permitted tires for competition. The RUSH 25 must punch 46 or harder when checked cold, and the RUSH 55 must punch 60 or harder when checked cold. Note: RUSH/USA 25 & Crate Racine USA 55 are not permitted. The Crate Racine USA 55 92" with only the date code KY77 will be permitted through [December 31, 2023](#).

RUSH will allow a "simple" re-groove and/or sipe ONLY on the factory pre-molded cross marks found on each individual block of the RUSH 25 tires. The groove is not to exceed the pre-molded marks. A #1 or #2 grooving head and blade is recommended. Be advised that these grooves may not extend into the sidewall of the tire.

There is to be NO siping (other than the pre-molded cross marks) or needling of the RUSH 25. 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 is too deep; if you can feel it, it is way too deep. (See the tech official for a ruling before competition).

Grooving and siping is permitted on the RUSH 55.

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

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

RUSH Series Officials may mandate the RUSH 55 on the right rear if track conditions warrant, and will inform competitors.

RUSH Series Officials may amend the tire rule for any event if track conditions and/or unforeseen circumstances warrant, and will inform competitors.

2. **WARNING:** RUSH 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 and Hoosier 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.
3. 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 any time during the event. 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.
4. It is the driver's 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 the 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 RUSH and driver will be notified if they pass or fail.
5. 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.

6. 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 disqualification from the event (loss of money and points) along with the following:

PENALTIES FOR ILLEGAL TIRES:

- First Offense: \$500 fine & 30-day suspension from all RUSH-sanctioned events plus all related lab testing costs.
- Second Offense: \$1,000 fine & 90-day suspension from all RUSH-sanctioned events plus all related lab testing costs.
- Third Offense: \$2,000 fine & 365-day suspension from all RUSH-sanctioned events plus all related lab testing costs.

Failure to allow any tire(s) to be confiscated will result in additional \$500 per tire fine in addition to any other fines and penalties. All decisions are final.

WEIGHT:

1. GM crate engine #1925806 or 88958602 – 2200 lbs. with driver (1-lb per green flag lap burn off in the feature only)
2. GM crate engine #19318604 or 88958604 - 2350 lbs. with driver (1-lb per green flag lap burn off in the feature only)
3. Any car that is found light at the scales following qualifying/time trials will lose its time and start from the rear of a heat. Any car that is light at the scales following a heat race, B main/consoy, or feature will be disqualified from the event. The track scales will be considered the official scales for the event.
4. Additional weight(s) must be securely attached to the frame below the body decking; frame is defined as the steel welded structure only. Any part that moves or is not a fixed component to the steel frame structure may not be utilized for any additional weight attachments. No weights may be attached to the rear bumper.
5. Weights up to 50 lbs. must be positively fastened by **two** (2) 1/2-inch diameter, minimum grade 5 bolts with a minimum of two (2) weight clamps. Threaded rods will not be permitted. No weights may be attached to rear bumper. Weight must be painted white with car number displayed. Any car that loses any weight/ballast during an event may be subject to a penalty.
6. Pellet-type and/or liquid-type weight/ballast will not be permitted.
7. No driver-operated weight adjustment devices.

STANDARD LATE MODEL SUSPENSION:

1. Standard Late Model suspensions only. No spring loaded or shock-type 4-bar rods. Only standard solid 4-bar rods allowed. No torsion bar front or rear suspension. Sway bar ok. No brake floaters permitted.
2. Standard Late Model suspension equals one (1) shock per wheel except on left rear. Left rear is allowed two (2) shocks; one in front of rear end, and one behind rear end. Shocks must be mounted vertical to axle tube, not horizontal.
3. No shock to be utilized as a droop limiter; chains only; under slung bar type permitted. Droop limiting chain may have between the links a device using urethane or rubber biscuits as long as biscuits are visible and not contained inside a housing device.
4. One mechanical traction device allowed, either a lift bar or a pull bar. Only one (1) “wrap-up” shock, defined as a shock that damps axle wrap, is allowed with a pull bar. If a lift bar device is used instead of a pull bar, a “wrap-up” shock may NOT be used in addition to the lift bar's coil over shock.

Springs:

1. ONLY coil springs or leaf springs will be permitted. No pneumatic springs, hydraulic springs, "air" springs, or "air" shocks permitted. A shock that produces in excess of 275 pounds of rod force, measured by compressing the shock to 2" on a spring smasher/rater, is considered an "air spring" and is illegal. Shock shaft shall be no larger than 5/8".
2. Coil springs must be manufactured from magnetic steel. Leaf springs must be manufactured from either magnetic steel or approved composite material.
3. Stacked springs will not be permitted. Only one spring per shock; no dual, concentric, which is defined as a spring contained within the diameter of another spring, helper, or stacked springs on any shock. Traditional take up springs will be permitted; maximum rate five (5) pounds. A progressive rated spring will be permitted.
4. Only solid material bump stops permitted; rubber, urethane, and plastic. No coil spring or valve spring-type bump springs permitted. No convex disc bump spring permitted. No pneumatic or hydraulic bump stops permitted.
5. Spring preload adjustments for coil springs must be made using mechanical adjusting nuts on the shock body.
6. Spring preload adjustments for leaf springs must be made using a mechanical adjusting device such as an adjustable shackle or threaded rod type mount.
7. Other than spring damping by the shock absorber, hydraulic, pneumatic, or electrically controlled adjusting devices, (static or dynamic) that affect spring preload or race car heights will not be permitted; "air dump" devices are not permitted.

Shocks:

1. Shocks, at any position on the race car including lift bar or torque arm shocks, must be constructed of magnetic steel or aluminum. "Thru rod" style shocks 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 are NOT permitted.
2. NO remote adjustment of shocks is permitted, including electronic adjustment whether hard wired or wireless. Shock/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.
3. Shock absorbers may not contain any "internal" spring that functions as a load bearing suspension spring, "internal" coil bump spring above or below the working piston nor "internal" bump stop of any kind.
4. No pneumatic springs, "air" springs, or "air" shocks permitted.
5. Shock covers permitted, but must be removed for all technical inspections.

PENALTIES FOR ITEMS LISTED UNDER STANDARD LATE MODEL SUSPENSION, SPRING & SHOCK VIOLATIONS:

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 plus any testing costs, if required

- Second Offense: \$1,000 fine & 90-day suspension from any RUSH-sanctioned event plus any testing costs, if required
- Third Offense: \$2,000 fine & 365-day suspension from any RUSH-sanctioned event plus any testing costs, if required

Rear Suspension and Suspension Components:

1. General

- Rear suspension designs and applications are constantly evolving. Although the intent of the rear suspension rules are an attempt to accommodate the majority of suspension and suspension component designs and applications currently being used in competition, the rules cannot be absolute. Any and all new designs or modifications to an existing suspension and/or suspension component must be communicated to and approved by the Series before being used in competition.
- Rear suspension configuration used on current and new chassis(s) must be the design commonly known as four (4) link. Older cars currently competing with other rear suspension designs *may* be allowed to compete until further notification at the discretion of the Series Director.
- Bump sticks are not allowed anywhere on the car.

2. Front Suspension

- A. All cars must utilize independent front coil spring suspension consisting of (1) one right and (1) one left lower control arm, (1) one right and (1) one left upper control arm, (1) right and (1) one left spindle, (1) one right and (1) left shock, and (1) one right and (1) one left spring.
- 1) Lower control arms must be fabricated using magnetic mild steel or 4130 chrome moly tubing.
 - 2) Lower control arms may be of the "A" frame design with (2) two inner pivots or the Ford design with (1) one inner pivot and a strut rod to secure the control arm fore and aft movement. The strut rod may be mounted either forward or rearward of the control arm.
 - 3) All lower control arm frame mounts must be welded to the applicable frame rail. (The right lower control arm mounts must be welded to the right side frame rail and the left lower control arm mounts must be welded to the left side frame rail.) This procedure applies to the Ford style including the strut rod as well.
 - 4) Lower control arm mounts, (inner pivot points) must remain to the outside of the front frame centerline for the respective side.
 - 5) The frame mounts for the lower control arm inner pivots may be adjustable by (2) two methods:
 - a. A series of single round holes
 - b. A machined slot that will accept a steel "slug" with a single round mounting hole(s).
 - 6) Both methods of mounting must produce a secure non-moveable mount when assembled and tightened.
 - 7) Upper control arms must be fabricated using magnetic mild steel or 4130 chrome moly tubing.
 - 8) Upper control arms may be either the "A" frame type design with or without a shaft or the individual tube type with individual inner pivot mounts.
 - 9) All upper control arm frame mounts must be welded to the applicable frame rail. (The right upper control arm mounts must be welded to the right side frame rail and the left upper control arm mounts must be welded to the left side frame rail.)
 - 10) The frame mounts for the upper control arm inner pivots may be adjustable by optional methods including but not limited to:
 - a) A series of single round holes
 - b) A machined slot that will accept a steel "slug" with a single round mounting hole(s).
 - c) A machined slot with a capture eccentric (cam) type adjuster
 - 11) All methods of mounting must produce a secure non-moveable mount when assembled and tightened.
 - 12) Spindles must be fabricated or forged using magnetic mild steel.
 - 13) If separate, spindle steering arms must be welded to the spindle.
 - 14) Steering arms must remain below the spindle pin.
 - 15) Spindles must connect to the upper and the lower control arms by utilizing ball joints, mono-balls, or spherical rod ends.

3. Axle Housing, Rear Differential

- A. Any type of rear end differential/center section will be permitted.
 B. Independent rear suspensions will not be permitted.
 C. Full floating aluminum hubs with "wide 5" wheel bolt pattern must be used.

- D. The axle housing must be of the “closed tube” design utilizing “full floating” magnetic steel axle shafts.
- E. The center section of the axle housing must be manufactured of either aluminum or magnesium.
- F. Axle tubes must be one (1) piece. Axle tubes must be manufactured of aluminum or magnetic mild steel. Axle tubes manufactured of exotic, heavy materials will not be permitted. The outside diameter of the axle tubes must not exceed three (3) inches. Axle tube internal inserts or external sleeves will not be permitted. The addition of any ballast weight to the axle housing will not be permitted.
- G. Axle tube, including axle tube sleeves, donuts, or added parts may not exceed (3) three inches O.D. (outside diameter) at any point from center section to hub.

4. **Rear Suspension Frame Mounts**

- A. The frame/roll cage structure must have integral welded mounting brackets for the attachment of rear suspension components. Frame suspension mounts may be welded or bolted securely (without any movement) to the frame/roll cage structure.
- B. The only materials used to fabricate frame suspension mounts that will be permitted are magnetic steel or aluminum.
- C. Frame suspension mounts may be either a single or double shear configuration for mounting suspension components.
- D. Single shear frame suspension mounts must be a minimum of 1/4 inch in thickness. Double shear frame suspension mounts must be a minimum of 3/16-inch thickness on both sides of the mount.
- E. All frame suspension mount component mounting holes must be round and sized correctly for the fastener being used. Clearance between the fastener and the mounting hole must not exceed the next fractional drill size. Example: 1/2-inch fastener, 33/64-inch mounting hole.

5. **Axle Housing Mounts/Birdcages**

- A. Only one (1) axle-housing mount per side will be permitted.
- B. The only materials used to fabricate axle housing mounts (birdcages) that will be permitted is aluminum or magnetic mild-steel. Axle housing mounts fabricated of exotic, heavy materials will not be permitted.
- C. When fabricating axle housing mounts detail must be paid to functionality. The completed axle housing mounts, when comparing the right and the left side, must be as similar in design as possible.
- D. Axle housing mounts may be a solid (welded) type or a floating type (birdcage) design.
- E. The final assembled axle-housing mount must be a one (1)-piece mount. When a floating type mount (birdcage) is fabricated using two (2) pieces, the two (2) pieces must create a common one (1)-piece pivot (barrel). The two (2) pieces must be fastened or welded together to prevent independent movement of the two (2) pieces. The axle-housing mount must attach directly to the axle tube with clearance only to permit rotation of the entire mount. Fore, aft or vertical movement of the mount or the axle housing within the mount will not be permitted.
- F. Mounts for suspension attaching (radius) rods must be an integral part of the axle-housing mount. The mounts may be either a single or double shear configuration. When using a single shear configuration, a minimum thickness of 1/4 inch for magnetic steel or 1/2 inch for aluminum is required. When using a double shear configuration, a minimum thickness of 3/16 inch for magnetic steel or 1/4 inch for aluminum is required. Dynamic movement of any mount other than a rotational and pivoting movement as a result of suspension travel will not be permitted.
- G. Unless otherwise authorized by the Series Director, the mounting of any component(s) other than suspension attaching (radius) rods or shocks will not be permitted on the axle housing mounts.
- H. Swing arm and/or Z-Link suspension are permitted. The shock on the swing arm or z-link rear suspension must be mounted to the bird cage or bottom radius rod. Top and bottom solid rod links must be mounted on heims and run in the opposite direction of bird cage.

6. **Rear Suspension Attaching (Radius) Rods**

- A. A maximum of two (2) attaching (radius) rods per side will be permitted.
- B. The only materials used to fabricate attaching (radius) rods that will be permitted are magnetic steel or aluminum
- C. Attaching (radius) rods may be solid or tubular material. The material may be round or hexagon in shape.
- D. Spherical rod ends, or steel clevises must be used at the end of each rod for pivoting, static length adjustment, and mounting. Bushings of any type will not be permitted.

- E. The final assembled attaching (radius) rod must not have the capability to change length dynamically by any means or devices.
- F. Spherical rod end sizes may be a minimum of a 5/8-inch rod end body with a 1/2-inch bearing to a maximum of a 3/4-inch rod end body with a 3/4-inch bearing.
- G. In all applications, the correct size fastener must be used when mounting the spherical rod end to a bracket (example: 1/2-inch fastener must be used with a 1/2-inch bearing and mounting hole). Metal step spacers will be permitted to reduce the hole size of the spherical rod end bearing.
- H. Attaching (radius) rods must mount directly to the frame suspension mount at the forward end and to the axle-housing mount at the rearward end.
- I. All rear suspension fasteners must be magnetic steel with a minimum diameter of 1/2 inch. The use of grade 8 fasteners is highly recommended. All fasteners must be correctly sized for the component and application of use.
- J. When rear suspension assembly is completed, the attaching (radius) rods must have a minimum of eight (8) inches between the pivots at both the frame suspension mount and the rear axle-housing mount.

Remote Control Suspension Devices:

1. No "in-cockpit driver controlled" suspension devices permitted. No weight jacks of any kind; this includes fifth (5th) coil, etc. Any driver using "in-cockpit driver controlled" suspension devices or weight jacks will be disqualified from competition. A competitor found with a remote control suspension device will be disqualified from the event (loss of points and monies) and forfeit the device permanently,

Exotic Materials:

NOTE: All exotic materials are illegal, which includes titanium, tungsten and/or carbon fiber. EXCEPTION: carbon fiber driveshafts will be permitted for safety purposes as well carbon fiber fan blades and carbon fiber seats provided they meet the 39.2 specifications. Magnesium rear end center section, bells, and rear cover will be permitted. No other magnesium parts will be permitted.

Driver Compartment:

1. Driver's seat must remain on the left side of the driveline.
2. A full metal firewall fabricated from magnetic steel and/or aluminum must encompass the driver's compartment from front to rear on both sides and floor boards. Firewall and floorboards must completely cover the driver's area with no openings.
3. Any edge and/or sheet metal end in and around the driver's compartment must be protected with trim and/or beading and rounded. Sharp and protruding edges will not be permitted.
4. The interior of the cockpit must be a minimum of 11"-inches below the top of the roof and/or roll cage, measured perpendicular to the ground from the bottom of the roof to the cockpit deck. Roof rolls are not part of the measurement.
5. The side window opening(s) must be 15" from the top of the door to the bottom of the roof.
6. Support bars that block the right window from the driver exiting the cockpit will not be permitted.
7. A substantial rock guard with a minimum of three (3) window bars must be mounted in "front" of the driver. The rock guard must be made from wire or screen. Windshield screens must be a minimum of .090 inches and must be securely fastened.
8. A rock guard (Lexan screen) can be no higher than 4"-inches and no farther back than the front edge of the "right" side of the head rest.

9. A clearly marked electrical engine shut off switch within the reach of the driver is permitted in addition to the "mandated" electrical engine shut-off that must be installed on the rear deck behind the driver's seat; see Battery/Starter section, #5 .
10. SFI Spec 45.1 roll cage padding is mandated anywhere the driver's helmet may contact the roll cage while in the driving position. Other cockpit padding, knee, and steering pads, etc. recommended.
11. Driveline U-Joint scatter shields are recommended.
12. It is highly recommended cars be equipped with 10-lb fire suppression system meeting SFI 17.1 requirements.
13. Cockpit adjustable components with the exception of brake bias adjusters will not be permitted. Adjusters of any-type, including but not limited to adjustable shocks, hydraulic or pneumatic weight jacks, trackers, ignition boxes or similar adjustable components will not be permitted inside the cockpit of the car or within reach of the seated driver. Any driver using any of the above will be disqualified from the event (loss of points and monies) and forfeit the device permanently.
14. Sun/glare shield permitted, 4" maximum; must hinge for easy exiting of car.

Gauges and Dash Modules:

1. Gauges to monitor engine conditions are permitted but will be limited to the following;
 - Oil pressure
 - Oil temperature
 - Engine coolant pressure
 - Engine coolant temperature
 - Fuel pressure
 - Battery voltage
 - Engine RPM
2. All electronic gauges whether analog or digital, except tachometers, will only be permitted to have one (1) input from the respective gauge sensor. Outputs from the gauges will not be permitted. Tachometers will be permitted to record engine RPM for recall and playback.
3. When an electronic dash module is used in lieu of individual gages, only the inputs as described above for individual gauges will be permitted. All other input channels must be disabled and blocked off from usage. Only engine RPM may be recorded. Wiring to the electronic dash module must be accessible and removable for ease of inspection.
4. All additional wiring harnesses related to electronic dash modules or any other type of data acquisition must be completely removed from the race vehicle during an event.

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

1. No raised or gurney lips or fins will be permitted anywhere along the entire length of the car; the bodyline must be an even line from front to rear.
2. All cars must have a minimum 1/2" and maximum 1" radius at the top of fenders, doors, and quarter panels. Sharp edges will not be permitted.
3. Wedge shaped cars and/or body styles will not be permitted.
4. "Belly pans" or any type of enclosure on the bottom of the car will not be permitted; a skid plate to protect the oil pan is permitted, maximum 1/8" skid plate.

5. All body panels must be solid. No holes, slots, or air gaps are permitted. NACA ducts or NACA style ducts are not permitted. One hole for interior (deck) mounted oil cooler is permitted,
6. The minimum ground clearance will be 3".
7. Wings, tunneling and/or any of any type of air deflection device will not be allowed underneath the body or chassis, along frame, or around fuel cell area.
8. Panels of any type under the rear deck running from front to rear of the car will not be permitted.
9. A stone shield for remote oil filters or transmission is permitted; maximum 24" x 24" located near the rear engine plate. A second stone shield abutting to the previous piece and securely attached to the right side frame rail is also permitted, maximum 36" in length x maximum 24" high tapering then to a maximum of 7" high.
10. Deck height: may be dropped no more than a maximum of 4 inches below the door; and must be enclosed at firewall; will be monitored by Competition Director.
11. All non-approved bodies or any section(s) of the body may be assessed a "minimum" fifty-pound (50-lb) weight penalty at the discretion of Competition Director or not permitted to compete.

Nose Piece:

1. Only approved nosepieces will be permitted. A list of approved manufactures and part numbers for competition are as follows:
 - Dominator
 - MD3 – Performance Bodies
 - ARP Air Speed nose
 - Five-Star MD3 type
 - Performance Bodies/Five Star MD3 2015
 - Performance Bodies / Five Star 2016 Evolution
 - Performance Bodies / Five Star 2018/2019 Evolution 2
2. Approved nose assemblies must be installed per the manufactures instructions. All nose assemblies must meet the maximum/minimum dimensions, shall maintain manufacture appearance and not be altered.
3. All nosepieces must be made of molded type material, and mounted in the center of the car.
4. Nose filler panel shall be flat across to entire surface, dishing or raising prohibited; composite/plastic nose filler panel permitted.
5. Two-piece noses must be positively fastened together in the center. Spacers added to gain width will not be permitted.
6. The nosepiece must be mounted in a manner that does not alter its original shape.
7. The nose shall remain flat; no wicker bill. Alterations and/or additions may not be made to this area other than cooling holes. A maximum of three two inch holes may be drilled into the nose for the sole purpose of air flow for engine cooling purposes. No ducts of any type will be allowed.
8. The nosepiece can extend a maximum of 54" from the center of the front hub to the farthest point extending forward.
9. Right side nose height, maximum 15" from the ground to the top of the nose splitter.

Roof:

1. The roof length from front-to-back must be a minimum of 44" with a maximum of 54".
2. The roof width from side-to-side must be a minimum of 48" to a maximum of 52".
3. The roof must be stock appearing and be mounted level to the body on chassis manufacturers roof tabs. No shims/spacers.
4. The minimum height of the roof will be 45" with a maximum height of 50" measured from the ground.

5. The roof must be mounted parallel to the body and near the center of the car as viewed from the front of the car.
6. A maximum 1-1/2" roll, turned downward will be permitted along the front edge of the roof. A maximum 1"-inch roll, turned downward, will be permitted along the rear edge of the roof. These modifications will be permitted to improve the strength of the roof. Any other modifications to the roof will not be permitted.
7. Flat and/or odd shaped roofs will not be permitted. Bellied and hollowed roofs will not be permitted.
8. A maximum of two (2) roof edge bead rolls of a maximum height of 1/2"-inch the length of the roof will be permitted.
9. Only single plated roofs will be permitted; the maximum thickness of the roof at any point will be 1/2" thick.
10. The roll cage and associated frame members above the interior panels (decking) must remain open. Enclosures will not be permitted.
11. Cars must compete with a roof unless the event is designated as a "topless" event and previously approved by RUSH Officials; **however, approved roof plates will be permitted only in this case.** Roof, roof supports, and window side panels must be removed, all other body rules remain in effect.

Roof Supports/Window Side Panels:

1. The front roof supports must extend forward to the rear of the hood. The front roof supports may be a maximum of 4" wide. The left and right front roof supports must match.
2. All roof side panels must extend to the edge of the bodies
3. Roof supports or "C" pillars on both sides must be made of equal material.
4. Window openings are allowed, but must be the same opening on left and ride side; must match.
5. If clear lexan window is used, it must be used on both sides. Both sides have to be either open, or both sides closed.
6. Curved or arched roof supports allowed. 3" maximum arc allowed at widest point; checked with straight edge, extended from roof edge to door edge.
7. The side window panel when measured from the bottom of the window opening to the quarter panel must be three (3) inches. The front, the rear and the top along the roof of the side window panel must all be a minimum of two (2) inches and a maximum of three (3) inches.

Front Fenders, Fender Flares and Hood:

1. The hood must be level and flat from the left to the right side of the car.
2. All cars must have FULL FENDER TOPS on both sides.
3. The front fenders can be a maximum of 2 inches from left to right.
4. The outside edges of the hood and/or the fender must remain inside the overall bodyline.
5. The front fender may be a maximum of 37"-inches in height, measured vertically from the ground to the top of the fender behind the front tires and at the right front fender and door "T-bar" location.
6. The front fender flares must be made of plastic and must not alter the original shape of the nose piece.
7. The front fender flares must not extend beyond the front tires more than 1"-inch per side to a maximum width, edge-to-edge, of 90"-inches in width with the wheels pointed straight.
8. The front fender flares must be flat across the entire width of the car. Front fender flairs must not extend, bubble or rise more than four inches (4") at any point of the front fenders and/or hood.
9. The front fender flares must have collapsible supports.
10. Any style air cleaner scoop utilized must be positioned in front of/or around the air cleaner and must not exceed 1" in height above any part of the air cleaner. Any type of flange and/or air deflection device and/or fin designed to direct airflow will not be permitted.

Doors:

1. The door-to-door measurement must not exceed 78" in width at the top of the doors.
2. The door-to-door measurement must not exceed 90" in width when measured at the bottom of the doors in the center of the car.
3. The measurement from the rear of the top of the deck to the highest point of the right front fender must be a straight line that must be within 1 inch when a straight edge or string is installed on the racecar the entire surface of the body must be within 1 inch of the plane.
4. **Doors must be flat** or may have a slight outward body roll; no doors or body panels allowed to be rolled or curved inward. Hollow and/or bellied doors will not be permitted.
5. Composite/plastic right side door panel will be permitted; Performance Body part # M2X050 is highly recommended. Left side composite/plastic door panel NOT PERMITTED.
6. The minimum ground clearance will be 3".

Quarter Panels:

1. The maximum distance from the center of the rear hub to the top quarter of the panel at the trailing edge is 54".
2. The quarter panels must not exceed 78" in width at any point as measured at the top of the panels.
3. The maximum width for the quarter panels measured from outside-to-outside measured 19" from ground and/or at the bottom of the quarter panel will be 86".
4. Any breaks and/or bends formed in the sides of the quarter panel that move the panel toward the center of the car will not be permitted.
5. The maximum distance from the center of the rear hub to the rear trailing edge of the quarter panel will be 50".
6. The maximum height from the ground to the top of the rear deck at the top of the rear quarter panel is 38".
7. Skirting that extends behind the rear quarter panel will not be permitted.
8. The quarter panel vertical height at the trailing edge of the quarter panel when measured from the top of the trailing edge straight downward to the bottom of the trailing edge must be a minimum of 33 inches to a maximum of 36 inches, including any additional skirting, for the left side quarter pane; and a minimum of 27 inches to a maximum of 31 inches, including any additional skirting, for the right side quarter panel.
9. Composite/plastic right side quarter panel will be permitted; Performance Bodies part #s M2X040 and M2X090 are highly recommended. Left side composite/plastic door and quarter panel are NOT PERMITTED.
10. Deck height will be measured at the nose piece splitter at a max height of 15"-inches from the ground to the top. Rear deck height will be measured at 39" from top of rear deck to the ground.

Spoiler (See spoiler diagram at the end of Rulebook for further spoiler specifications):

1. The rear spoiler must begin at the rear most point of the quarter panels,
2. Maximum overall height of the rear spoiler will be 8"-inches; the maximum width of the rear spoiler including braces and/or supports is 72"-inches.
3. The rear spoiler must begin at the deck and extend 8"-inches from that point. Suspending the spoiler to create a wing type device will not be permitted.

4. Only aluminum and/or Lexan and/or Lexan type rear spoilers will be permitted. Spoiler and spoiler supports should be made of equal material on all areas. No open spoiler supports. Spoiler height, width, and angle must be the same at all times for the entire area of the spoiler. No varying spoiler heights or spoiler angles. (See spoiler diagram)
5. Only three spoiler supports will be permitted. The front edge of the spoiler brace/support must be in line with the spoiler.
6. The outside spoiler supports must not be mounted any wider than the top of the quarter panel(s) and must be centered on the rear deck.
7. 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 one single break.
8. All specifications on body diagram are measurements above the deck. Be sure to allow 1" to 1 ½" along lower edge to break for mounting purposes. Bottom corner of spoiler support should not extend past rear corner of deck.

TRACTION CONTROL/RADIO/TRANSMISSION DEVICES:

1. All Traction Control Devices are strictly prohibited during any form or portion of a RUSH Series sanctioned event, race or practice/test session.
2. All traction control devices, whether electronically controlled in the ignition system, wheel sensors or any means of measuring ground speed to control wheel spin, are strictly prohibited. All devices not mentioned in the above that are found to control wheel spin, timing or fuel delivery control will be considered strictly prohibited.
3. At NO time will there be any type of ping control devices, remote devices that modify RPM and/or timing, automated throttle controls, timing controls, or any modifications to the ignition control boxes, distributors, or any other part of the Ignition System. This includes any add on component or components inside or outside the cockpit of any competitor's race car. There shall be NO driver controlled wheel spin, timing or fuel delivery control devices in the cockpit area of any race car. Remote control components utilized to affect and/or control wheel spin, timing or fuel will not be permitted.
4. Adjustable restrictor plates will not be permitted.
5. Radios and/or devices transmitting voice and/or data will not be permitted.
6. Data acquisition systems will not be permitted.
7. A competitor found with any of the devices mentioned under Traction Control/Radio/Transmission Devices, #1-6, will be disqualified from the event (loss of points and monies), forfeit the device permanently and the following:
 - First Offense: \$500 fine & 30-day suspension from any RUSH-sanctioned event plus any testing costs, if required
 - Second Offense: \$1,000 fine & 90-day suspension from any RUSH-sanctioned event plus any testing costs, if required
 - Third Offense: \$2,000 fine & 365-day suspension from any RUSH-sanctioned event plus any testing costs, if required
8. A competitor refusing to relinquish any of the above mentioned will result in disqualification from the event (loss of points and monies) and "refusal of tech" penalties.
9. GPS and/or any other type of electronic tracking and/or locating/positioning device will not be permitted for any reason. If found, driver and car will be disqualified for the night (loss of points and monies), and will forfeit device permanently.

10. GoPro and/or similar camera devices are permitted providing they do not interface with the car, electronic or otherwise, and do not transmit any signals. Cameras not meeting specifications, will result in driver and car being disqualified for the night (loss of points and monies), and will forfeit device permanently.
11. No cameras and/or video recorders and/or photographic recording equipment may be mounted below the deck. If found, driver and car will be disqualified for the night (loss of points and monies), and will forfeit device permanently. Note: RUSH reserves the right to mount recording equipment below deck, with driver's permission. near rear bumper facing outward towards oncoming competitors for promotional purposes.
12. Antennas will not be permitted in and/or attached to the race vehicle or carried by the driver. If found, driver and car will be disqualified for the night (loss of points and monies), and will forfeit antenna permanently.

DRIVER RADIOS/TRANSPONDERS:

1. All drivers are required to have a one-way radio to be utilized for communication from Track and/or Series Officials. The one-way radio must be working and active prior to any 'on-track' activity. Two-way radios, crew-member to driver and/or any other means of electronic communication, other than the one-way radio, will not be permitted.
2. Only approved transponders (lap timing and/or lap time recording devices) permitted (see each track's rules or RUSH Touring procedures for more info).

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.

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 on the outside of the uniform. Uniform must be worn at all times when driver is on the track including engine starts, practice, and competition.
2. Driver's gloves and shoes must meet or exceed the SFI 3.3 specification and have a legible and valid SFI 3.3 label. Drivers must wear gloves and shoes at all times when they are on track including practice and competition.
3. All drivers should wear fire resistant accessories including but not limited to; head sock, under garments, and socks at all times when they are on the track.

Full Containment Seats

1. Seats must be "Full Containment" style constructed of aluminum to the general design specifications of current industry standards, (SFI 39.2 highly recommended). Design shall include comprehensive head surround, shoulder and torso support system, energy impact foam, and removable head foam. Seats must be used as supplied and installed following instructions provided by the seat manufacturer. Consult with your seat manufacturer for questions and recommendations regarding your seat safety system.
2. Seats manufactured using carbon fiber or composite materials must meet SFI 39.2 specifications.
3. Up-fitting an existing seat with bolt-on kits will be permitted with a seat manufacturer-produced kit and an acceptable base seat approved by the seat manufacturer. Components must include comprehensive head surround, shoulder and torso support system, and energy impact foam. Consult with your seat manufacturer for recommendations regarding your current seat.
4. If the left head surround is 7"-inches or less when measured from the back of the headrest, then a left side head net meeting the SFI 37.1 must be installed with a quick release latch. A minimum left side head surround of 4"-inches is required.

Seat Belts/Restraint System

1. Each car will be equipped with minimum of an SFI 16.1 or SFI 16.5 approved restraint system. Restraint system will be eligible for use in competition until the expiration date or for two years from the date of manufacturer.
2. Seat belt restraint systems shall be installed and used in accordance with manufacturer's instructions.

3. In any type of manufacturer's installation the fasteners must be magnetic steel unless using type of mount in which the seat belt wraps around the roll cage. A seven-point harness is recommended.
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.
6. Arm restraints are recommended and must be connected and used as instructed by the manufacturer.

Helmets/Head & Neck Restraints

1. All drivers must wear a full-face helmet with a minimum safety rating of FIA 8859-2015, FIA 8860-2018, Snell SA 2020, Snell EA 2016, Snell SA 2015.
2. It is strongly recommended that helmets should have the Eject™ helmet removal system installed as per the manufacturer's instructions.
3. At all times during an event including practice, qualifying and competition drivers MUST wear an SFI-approved head and neck restraint device/system that is properly mounted and connected per the manufacturer's instructions.
4. The head and neck restraint must be SFI 38.1 approved and display a legible and valid SFI 38.1 label.

Fire Suppression

1. A 10-lb fire suppression system meeting SFI 17.1 requirements is highly recommended.
2. Fire suppression systems must be used as supplied and installed following instructions provided by the fire suppression system manufacturer. Consult with your fire suppression system manufacturer for questions and recommendations regarding your fire suppression system.
1. Fire suppression systems must be used as supplied and installed following instructions provided by the fire suppression system manufacturer. Consult with your fire suppression system manufacturer for questions and recommendations regarding your seat safety system.

Roll Bar Padding

1. SFI Spec 45.1 roll cage padding is mandated anywhere the driver's helmet may contact the roll cage while in the driving position. Other cockpit padding, knee, and steering pads, etc. recommended.

Other Recommended

1. A fire extinguisher in the rear of team's transporter is highly recommended. Fire extinguisher should be a minimum of 20lbs and is recommended to be FFF type chemical and/or Dupont FE-36 and/or equivalent.

GENERAL CAR INSPECTION:

All cars may be subject to technical inspection at any time. Any driver that fails to cooperate and/or allow an

inspection of his car at any time will be subject to disqualification, a 45-day suspension, and \$750 fine. Note: In the event a part(s) must be removed for inspection, part(s) must be removed immediately by person(s) appointed by driver and/or car owner.

Full or partial car covers will be permitted only when there is inclement weather.

Rear car covers are permitted, but must be removed prior to leaving pit stalls. No covers of any kind under the car or covering wheel openings. Each team will receive one (1) verbal warning for the season. A second infraction will result in a loss of warm-ups, a loss of a qualifying lap, or placement to the tail of your next scheduled event, depending upon when said second infraction occurs.

FINES, PENALTIES, SUSPENSIONS & APPEALS

PRE-RACE TECHNICAL VIOLATION:

If a technical violation(s) is found during pre-race technical inspection, the driver/team will be advised of the violation and must meet full compliance before being allowed to compete.

REFUSAL OF TECH

A refusal of tech and/or failure to allow an official to confiscate a part(s), other than the already previously stated individual refusal penalties/suspensions, will result in a 45-day suspension and \$750 fine. All illegal parts will be confiscated.

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. NOTE: If suspension includes 'a number of days' clause and occurs at the end of the season when no additional events exist, suspension will carry over to the following year beginning with the first RUSH-sanctioned event in the region.

EVENT SUSPENSIONS:

Driver/Owner suspended for any infraction will carry over to **ALL** RUSH-sanctioned divisions and will preclude driver/owner from competing at **ANY** RUSH-sanctioned event until suspension is lifted.

SPEEDWAYS CONTRACTING RUSH TO UTILIZE RUSH ENGINE SEALING SYSTEM:

In the event an engine infraction occurs at a speedway that has contracted RUSH to utilize the RUSH Engine Sealing System, imposed fines, penalties, suspensions, etc. will carry over to RUSH-sanctioned competition for driver and car owner, i.e. a "within the bolts" disqualification at one of these speedways would also include suspension from all RUSH-sanctioned Series competition and speedways utilizing the RUSH Engine Sealing System for 365 days, fined \$1,000, and an indefinite probation. Note: Current speedways utilizing the RUSH Engine Sealing System are Grandview and Jennerstown; RUSH sealed GM 602 engines are also permitted to compete at Delaware. Fonda, Georgetown, Utica-Rome as well as Brett Deyo's Short Track Super Series 602 Modified events.

MULTIPLE INFRACTIONS:

In the event driver and/or car is disqualified in post-race tech for the same technical rules infraction twice (excluding engines within the sealing system, tires, fuel, and shocks, springs, suspensions rules- 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.

In the event an entrant fails technical inspection for multiple infractions that each carry a suspension and/or fine at the same event, suspension and/or fine will compound and accumulate with each infraction.

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, finishing position will be frozen until legality of said part is determined. In the event of a disqualification, finishing position, points and monies 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.

FINALITY OF DECISIONS AND INTERPRETATIONS AND COVENANT NOT TO SUE:

The decisions of RUSH 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 RUSH 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 RUSH for ALL of its ATTORNEY FEES and COSTS IN DEFENDING AGAINST SUCH LEGAL ACTION.

By signing the annual registration agreement, *or by participating in an event conducted under rules promulgated by or sanctioned by RUSH*, competitors agree that they will comply with all written rules and procedures of RUSH. In the event of a breach of any agreement or rules, competitor shall be liable for actual and liquidated damages sustained by RUSH Racing Series.

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.

Driver and/or car owner 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 and e-mailed to the RUSH Office at info@rushracingseries.com within 48 hours of notification of violation.

RUSH will then set a date and time for the appeal hearing at the business office located at the address of 4368 Route 422, Pulaski, PA 16143. The violator(s) will present his/her case to the RUSH Racing Series. The violator(s) and one other person is permitted to attend the appeal hearing. Additional attendees must be approved by RUSH pursuant to a written request.

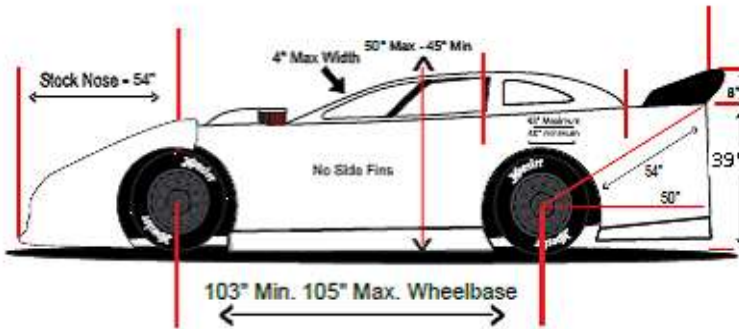
Following the appeal hearing with the violator(s), RUSH may conduct further follow-ups, meetings, etc. with any other necessary party(s). Judgment will then be rendered to the violator by a certified letter, return receipt.

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.

MISREPRESENTATION

False or inaccurate statements or information provided to RUSH in any instance(s) will render it void, and will excuse RUSH from any obligation created herein. Further, RUSH reserves the right to seek compensation for any damage suffered as a result of its reasonable reliance on the information provided.

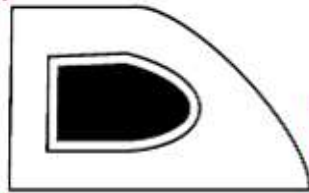
All body components 3" Min. above ground.
 All body measurements are maximum unless otherwise specified.



Deck height 39" from top of deck to ground;
 measured rear of car, center of spoiler.



15" Min.
 17" Max

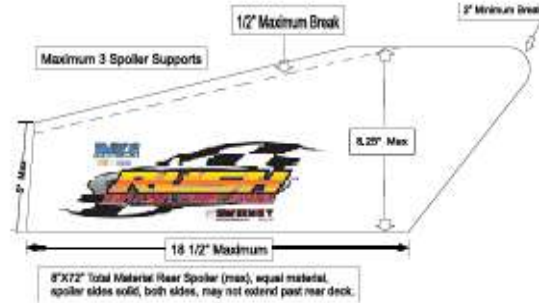


2" Min. spacing

40" Min.
 43" Max

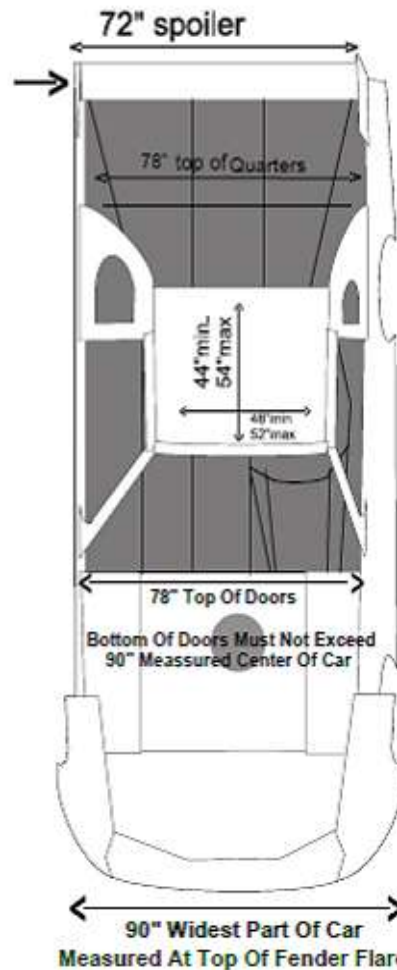
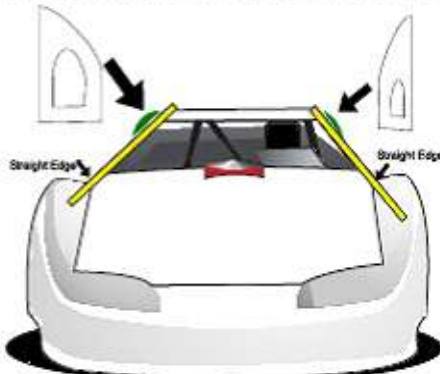


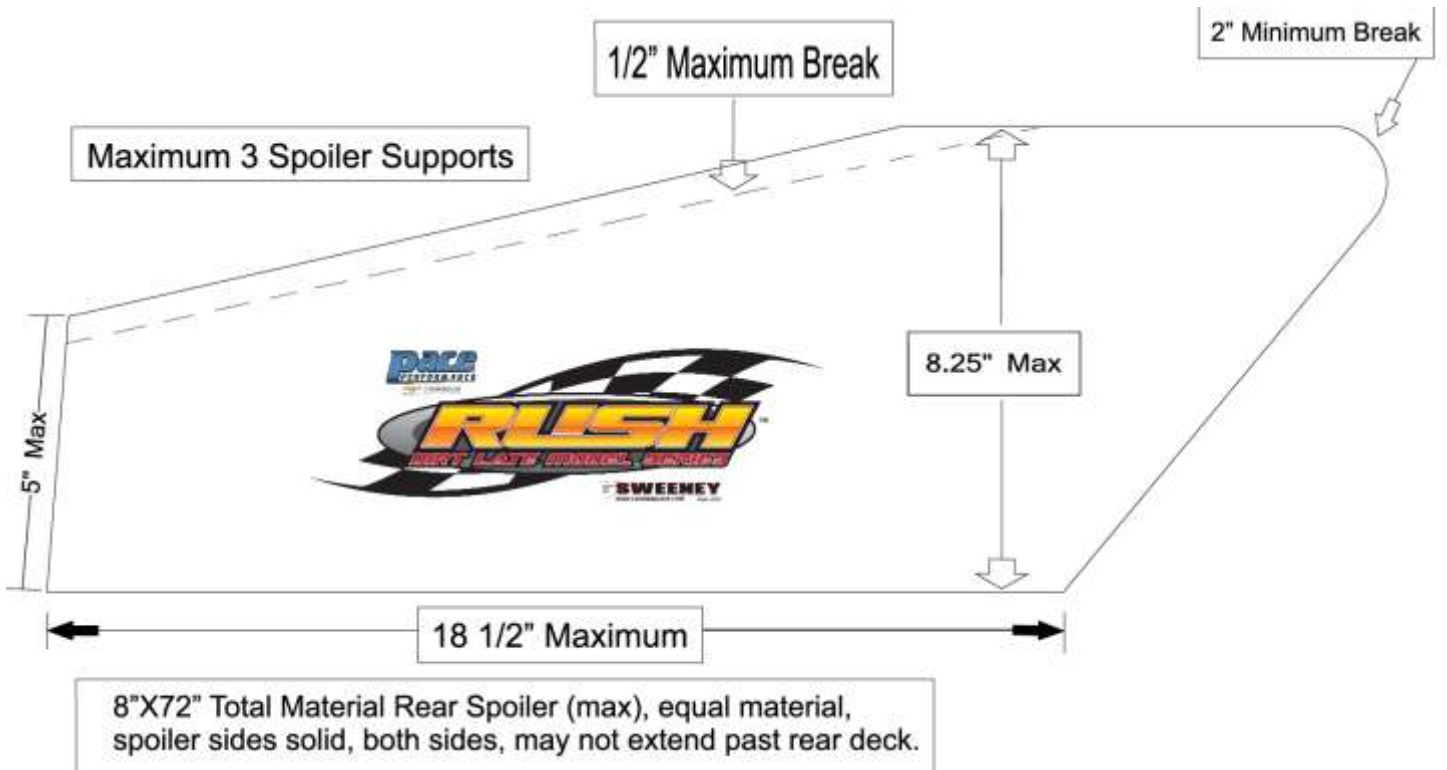
The Measurement of the spoiler is a total of all material including any turns, up or down, and includes support brace. Spoiler must meet template with 1 single break.



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 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.





Rev. 3/23/23